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# The Hongkong Telegraph

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SATURDAY, MAY 8, 1926.

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## LATEST STRIKE NEWS.

### STATEMENTS ISSUED BY BOTH SIDES.

#### MESSAGE TO THE ARMY.

Improvements all round in the essential services of the country, but the development of a more intense atmosphere, are the chief features of the latest Home strike news.

Both sides have issued official statements on the issues involved but, as yet, negotiations have not been resumed.

There are a number of further incidents reported, but, happily, these are not of a serious character, and the Government has issued an assurance of full support to the forces of the Crown if called upon to aid the civil power.

London, May 7.

The Home Office this afternoon announced that the situation was unchanged. The country generally is quiet. Concerted action by strikers in London to prevent the transport of food by road continues but the situation is being dealt with.—*Reuter*.

#### OFFICIAL COMMUNIQUE.

##### SITUATION MORE INTENSE.

London, May 7.

An official communique issued by the Government says that there have been no serious disorders in any part of the country.

The work of feeding the people and maintaining light and power and essential communications, has been successfully accomplished.

Over 2,000 trains ran yesterday, which was nearly double Wednesday's. There is a substantial improvement in main lines and suburban services being arranged.

The protection of London motor-buses is most satisfactory and there are constantly increasing numbers, but the situation is becoming more intense and the climate has not yet been reached. Orders have been issued by the leaders for the Railways and Transport Unions to do their utmost to paralyse and break down the supply of food and the necessities of life.

Intimidation by disorderly crowds and picketing has occurred at many places, and may soon occur at many more. The Government has directed the authorities to repress and overcome these criminal obstructions.

The recruitment of special police all over the country is being vigorously and rapidly pressed forward. It is proposed to raise as soon as possible \$50,000, and other important measures to increase the forces at the disposal of the Government to enable widespread protection are also being taken.

An organised attempt is being made to starve people and to wreck the State, and the legal and constitutional aspect is entering a new phase.

Newspaper services are steadily improving.—*Reuter*.

#### NO NEGOTIATIONS YET.

##### LABOUR ATTITUDE EXPLAINED.

Rugby, May 7.

No development giving promise of bringing the strike to an end has occurred since the stoppage began on Tuesday morning.

The General Council of the Trades Union Congress is in constant session and the Executive of the Miners' Federation met for a time this morning, after which several members proceeded to consult with the General Council and others went to the House of Commons.

In today's issue of the strike newspaper, the *British Worker*, which is published by General Council, reply is made to the statement of the Prime Minister that the Government was prepared to resume negotiations immediately the general strike is called off. The reply states that at this stage, with no knowledge of the subsequent line of policy that the Government intends to pursue, the

General Council cannot comply with the Prime Minister's request for an unconditional withdrawal of the strike notices. It indicates its readiness to resume negotiations for an honourable settlement, but adds that any preliminary parleys with a view to discovering a basis for the negotiations can only be undertaken in a free and unfettered atmosphere.

Mr. Ramsay MacDonald, the Labour leader, made a statement: "I am not letting a moment pass unused for some attempt to devise ways of peace and accommodation."—*British Wireless*.

#### THE CROWN FORCES.

##### MESSAGE TO TROOPS.

London, May 7.

The Government has broadcast an intimation to all ranks of the armed forces of the Crown that any action they may find it necessary to take in an honest effort to aid the Civil Power will receive now and afterwards the full support of the Government.

The War Office states that no troops have yet been called up to aid the Civil Power, except as guards at vulnerable points.

ENOUGH MOUNTED POLICE. The Civil Commissioner for London announces that no further volunteers are required for the mounted police.—*Reuter*.

#### STRIKE LEADERS' STATEMENT.

##### NOT ATTACKING CONSTITUTION.

London, May 7.

The *British Worker*, the new organ of the strikers, to-day publishes district reports to the effect that the stoppage is complete. Workers are calm and orderly and their solidarity is unprecedented.

The journal gives prominence to a declaration by the Council of the Trades Union Congress repudiating the statements that the trade union leaders have attempted to re-open negotiations to end the general stoppage. It declares that the complete control of the negotiations is vested in the General Council, who have had no direct or indirect communication with the Government. The Council is ready to enter into preliminary discussions regarding the withdrawal of the lock-out notices but these must be free of any condition. It concludes that it is fantastic for the Prime Minister to pretend that the Trade Unions are attacking the constitution, as the sole aim of the Council is to secure for the miners a decent standard of life.—*Reuter*.

#### CONSTITUTION NOT CHALLENGED.

A Trades Union Congress official statement states that the local strike organisations have been authorised to meet employers and offer to supply light and power for houses, streets, shops and social services. The statement emphasises that the Council does not challenge the Constitution and is not desirous of undermining parliamentary institutions.

The Trade Union leaders have cancelled their continental engagements and Mr. Cook is not going to Ostend.

## SPANISH AVIATORS' PLANS.

### CAPT. GALLARZA'S VISIT TO HONGKONG.

#### LORIGA AWAITS ORDERS.

Captain Gallarza, the Spanish aviator who has been detained at Macao on his flight from Madrid to Manila owing to damage to his machine, came down to Hongkong yesterday afternoon on a brief visit. He is later to go to Canton. Capt. Gallarza's visit to Canton will be for the purpose of ascertaining whether the aviation field there offers better facilities for hopping off than is the case at Macao, where it might be necessary to cut down a number of trees before the machine could "take off" satisfactorily, the ground being rather limited in extent.

A telegram received from Macao last evening stated that Capt. Gallarza's machine still shows some defects, and that certain modifications are being made before trials are carried out.

With regard to Captain Loriga, he is now awaiting instructions from Madrid concerning the resumption of the flight. His mechanic, together with a number of Portuguese assistants, is leaving for Tinian to-day in order to take his machine to Macao, in the hopes that repairs may be possible.

#### LORD OXFORD'S MESSAGE.

##### PLEA FOR FREE GOVERNMENT.

London, May 7.

Lord Oxford and Asquith has issued a message through the *British Gazette* saying that while strikes and lockouts may be, and often are, in the last resort justifiable and even necessary, the challenge now thrown down and taken up is totally different. The present general strike is directly aimed at the daily life of the whole community. The people suffering the least are capitalists and plutocrats, and the real victims are the workers who, in the long run, bear the burden and pay the price. We should have lost all sense of self-respect if we allowed any action of the community from whatever motives, to stand still the industrial and social life of the whole nation, and it would be to acquiesce in the substitution of a dictatorship for free government. This, the British would never do. We desire the earliest resumption of negotiations but the anti-social weapon must first be sheathed.—*Reuter*.

#### RIVAL NEWSPAPERS.

##### MUTUAL ACCUSATIONS.

London, May 7.

The *British Gazette* contends that the fact that the *British Worker* is published entirely by Trade Unionists proves that the strike is purely political, and aimed at newspapers of whose opinion the Trade Union Congress disapproves. It states that apart from the miners, the strikers do not exceed one million of whom vast numbers ordered to strike were not consulted. The issue had ceased to be industrial and had become political. The Chief Apostle of Labour at the General Headquarters was Mr. Bevin, of the Transport Union and he is the real Commander-in-Chief of the general strike.

#### SMALLER LABOUR ORGAN.

The *British Worker* appears half yesterday's size, and declares that the Cabinet has stopped the supply of newspaper.

Twenty-one leading suburban newspapers in London have published practically in usual form.

The *British Gazette* was the subject of a discussion in the House of Commons, initiated by Com.—*(Continued on Page 7.)*

## HUNAN OUTLOOK.

### CANTON RUSSIANS INTERESTED.

#### LATEST MOVES.

Hunan has again become the sphere of influence of Wu Pei-fu, states a report which has just come to hand, since it is confirmed that Yip Hoi-kum, the chief opponent of Tong Sang-che, has succeeded in driving the latter out of Changsha. Tong is now retreating in the direction of Hang Chow, and Yip is now Tupan of Hunan.

It is stated that the Canton Government, on receipt of the telegram from Tong Sang-che reporting his defeat and retreat, replied to the effect that he should endeavour to make a strong defence, and that military assistance is being despatched. What is mainly preventing the 2nd Army Corps from advancing into Hunan, besides lack of funds, is the great stumbling block offered by the bandits stronghold in Wu Shih. It has now become apparent that these so-called bandits are being supported and that the strong resistance which they have been able to put up against the military forces of the Canton Government, is a part of the movement of Wu Pei-fu against Kwangtung, and it is felt that Canton is his next objective.

#### THE RETURNED RUSSIANS.

There is now a report in currency in Canton to the effect that the Kuomintang, through Wu Hon-man, has brought back many Russians, including M. Borodin and General Gallant for the express purpose of coping with the new developments in Hunan, and it is stated that most of the Russian officers have already left for the North River sector to join the 2nd Army Corps. It is further said that both M. Borodin and General Gallant are insisting on an early declaration of a Communist regime. Their argument is that the collapse of the Kuomintang was due to Feng Yu-shiang's procrastination in accepting the terms of the Soviet, thereby losing the direct assistance of the Soviet, and that the same fate will befall the Kuomintang if it pursues the same policy. This argument has appealed to many of the moderates of the Kuomintang, but the result of the coming convention of the Central Party Committee is likely to be in favour of the left section, in view of the fact that the timely arrival of Wu Hon-man, and other members has changed the whole complexion of the situation.

#### ARMY CHANGE.

The No. 1 Independent Division, under the command of General Wu Te-chen, was formally incorporated into the 6th Army Corps, to be hereafter known as the 17th Division, at Shek Lung on the 1st May. General Ching Chin, the General Officer Commanding, was present at the ceremony, in which the troops were reviewed. General Ching Chin, in his speech, complimented the rank and file on their smart appearance, and hoped that their future conduct, whether in war or in peace, would be a credit to the revolutionary army.

## DESPITE THE STRIKE.

### BRITISH DELEGATES LEAVE FOR GENEVA.

London, May 7.

Despite the strike, the British delegation headed by Viscount Cecil, is leaving for Geneva tomorrow, travelling by air to Paris, to order to attend the meeting of the committee which is going into the question of the composition of the League of Nations Council on Monday.

Afterward, the delegation will attend the preliminary disarmament committee meetings.

The ordinary council meeting is to be held in June and Sir Austen Chamberlain will then preside.—*Reuter*.

## EUROPEAN CYCLIST'S DEATH.

### EVIDENCE AT SINGAPORE INQUEST.

#### LOSS OF BALANCE.

An improperly filled-in pipe trench is alleged to have been the cause of Mr. F. Corbishy's fatal fall while riding his motor cycle along Pasir Panjang Road, Singapore, at about 6 o'clock on the morning of April 9 last. The deceased, a member of the European staff of the Prison Department went off for an early morning ride after a spell of night duty and was later found lying unconscious by his cycle in Pasir Panjang Road.

Mr. E. F. Monk, giving evidence at the inquest, which was held before Mr. F. G. Bourne in the Coroner's Court a few days ago, said that he was informed of the accident by his boy. He immediately left his house, No. 78, Pasir Panjang Road, and found the injured cyclist. He took him to hospital in an unconscious condition. He thought that the accident had been caused through the cyclist having lost his balance in crossing a trench which had not been filled in properly. A water pipe had been laid down and the earth which had been put back into the trench had sunk leaving a sharp edge on each side. Moreover, the trench was diagonal to the road.

Goh Peng Yam, employed by the S.H.B. electrical department, said that he witnessed the fall from the verandah of his house. The cyclist was travelling at about 15 to 18 miles an hour at the time. There was no other traffic on the road.

Medical evidence given at an earlier date by Dr. Manley of the General Hospital, was to the effect that the deceased was unconscious, cyanosed, and bleeding from the ears and nose when brought to the hospital. He had a fracture of the base of the skull which had been caused through his being thrown forward on to his head. A fall from a motor cycle could have caused the injuries.

The coroner reserved his verdict.

#### SCHOOL BOY KILLED.

Penang, April 30.

A collision between a motor-car and a bicycle at the junction of Argyle and Transfer Roads resulted in the death in hospital of a schoolboy named Lim Beow Leng, a member of St. Xavier's Institution Cadet Corps. He was returning to school to drill when the front of a car caught the lad's bicycle broadside on. The cycle was run over by the car, while the boy became entangled in the front of the car and was dragged some distance.

The driver of the car, a Bornean named Haji bin Syal, appeared in Court this morning and was remanded on bail of \$1,000.

## LEAGUE AND HEALTH.

### SINGAPORE BUREAU TRIBUTED.

Geneva, May 7.

The League of Nations Health Committee has adopted the second part of the Medical Director's Report of his voyage to the Far East, relating to the work of the Singapore Epidemiological Intelligence Bureau, and has passed a number of resolutions concerning, *inter alia*, the development of the League epidemiological service, the establishment of close contact with the activities of the Japanese Public Health Service.

The report tributes the notable service rendered by the Singapore Bureau to the Eastern Health Administration "especially in its having kept them promptly informed with regard to serious cholera outbreaks in several Asiatic ports during the past twelve months."—*Reuter*.

## Bulls and Inneres

### From the Office Butts.

We understand that the lady on the Peak tram, who, in a loud tone of voice, declared that she at last had an ice chest, has declined to give a series of lectures on physical development at the Y. M. C. A.

"Two Gentlemen of China" have been lost in the Peak Hotel lounge. It is not true that they were swept away with the froth from a recent chemical extinguisher demonstration.

"Father Beats Son," says a report of a local tennis match. Nevertheless, the son believes that it was better to have lobbed and lost, than never to have organ.

Singapore says from the evidence that Hongkong appears to be the most religious city in district during the present lines on Canton.

Despite all this religious controversy, however, the effect on Hongkong is not so great as one might expect.

Our editor says he wouldn't mind working on the *Daily Mirror* so long as they continue to run five-line leading articles.

Flappers with short skirts needn't bother to watch their steps. Almost any man will do it for them.

Looks as if coal will soon be a by-product.

London at the moment is full of idle hands and addled brains.

MacWhirter forgot his glasses when he went to the cinema the other night, but it didn't matter, for he sat behind good title readers.

The difference between a buffet and a bar is about fifty per cent.

We hope some public benefactor will donate a packet of hair-pins to our Museum before they become totally extinct.

We understand that a well-known Peak resident whose dog ventured abroad sans muzzle, is in future going to make the bark his guide.

We're seeing more of the flappers now than we have for months past.

Now is the time of the year when girls go down to the sea in slips.

The motor-car may be displacing the horse, but married folk say the old "nag" still lives on.

It's too bad their ancestors didn't live long enough to realise how clever some of those newspaper correspondents are.

A just strike should be unnecessary.

Do you remember the day when a lady occasionally caught her heel in her skirt?

The honeymoon ends when the insurance man asks you to take out a policy on your wife's life.

Fashion Note:—Trust in luck, but keep your nose powdered.

What the modern girl wants is a chap, alone—not a chaperone.

There's always a key to every lock-out.

It's a long time between elections.

It looks as if our minor troubles are now major.

Home Note:—When a wife mends a hole in a man's trouser pocket, he is usually appreciative enough to wonder how she knew it was there.

We don't know how they come to call some of these modern girls "dolls." None so far as I'm aware.

We have noticed, call "ma-ma" when they're squeezed.

The clutch should not be used too often if there's a girl with you in the front seat.

MacWhirter says he never enjoys a cigar when it belongs to the man at the next table.

Judging by his language, the gentleman who tripped over a cable outside the Peak Hotel, must have thought it a serpent.

A Sign of Normality: Money is still being raised for the Cathedral and lost, than never to have organ.

There is no truth in the rumour that Sir Claude Severn has been given charge of O. M. S. (London) during the present General Strike.

If we had a summer like this all the year round we wouldn't care two hoots about the winter.

If you are going Home on leave, take an old riksha with you. It should prove useful for pushing your luggage about.

One of the most important parts of a motor-car is the nut that holds the wheel.

When the doctor pays a visit, the visit pays the doctor.

In connection with the earth-quake or flat controversy, MacWhirter says that a height of 1,000 feet one may see an object 35.36 nautical miles at sea—if it's clear and there is nothing the matter with your eyesight.

Surely it was a needless waste of money for British scientists to leave London for Sumatra to observe an eclipse of the sun.

If it hadn't been for the palms in these restaurants, the boys wouldn't make nearly so much money.

Some men acquire a vocabulary by getting married.

Local amateur naturalists will have to be careful. Our office boy informs us that the bullbat makes a series of dummy nests in order to deceive marauders.

Another well-known saying: "I thought you said you were at the office last night?"

Don't worry if you promise your wife to arrive home at a certain time, and then miss the ferry. You'll catch it when you get home.

"Dripping again available" says a local advertisement, which seems to indicate that summer is here.

"A Telephone Gao!" reads a newspaper heading. May there be no mistake about the inmates getting the right number of years.

People who keep their spirits up, don't have to go to the cellar so often.

Kid gloves may be preserved by keeping them in a bottle. Should the bottle be too big, a couple of summer dresses should be carefully folded and included.

Famous saying: "I simply can't go. I haven't a thing to wear."

Ramona Sharp, film actress, is using a director because she sat down on an electrically wired chair causing a "severe shock to her dignity."

Which, by the way, is rather a nice way to put it.

Economy Note:—Don't burn holes in tablecloths with oil-spills. Providence has provided cockroaches.

The only way for the weather to call some of these modern girls "dolls" is to have them sitting any.





Every Fixture in your Home can be neat and firm

IN EVERY home there are dozens of articles—shelves, cupboards, coat hooks, etc.—all of which must be fixed securely and neatly. There is only one method of ensuring real and permanent satisfaction—and that is the Rawlplug method—successful on walls of any material from plaster to concrete.

The Rawlplug Outfit contains everything necessary to enable anyone, without previous experience, to do these jobs himself.

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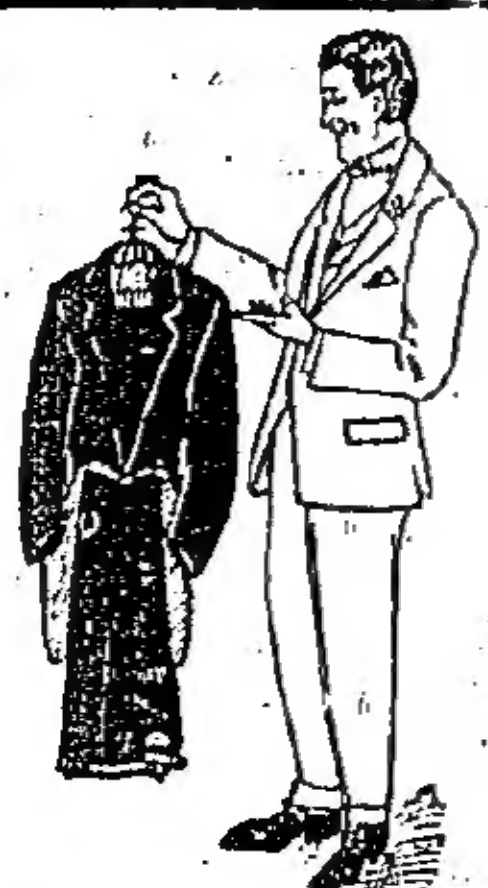
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## VOLUNTEER SMOKE.

RIFLE MEETING PRIZES DISTRIBUTED.

QUESTION OF NEW SPORTS GROUND.

The Hongkong Volunteer Defence Corps held its annual smoking concert at Headquarters last night, when the prizes won in the recent shooting competitions were distributed by H. E. Major General C. C. Luard, C. B., C. M. G.

Major Melville Smith, Acting Administrative Commandant of the Corps, who presided, tendered thanks to General Luard for distributing the awards. Major Smith said he could assure him on behalf of the Corps that they appreciated assistance and help given by the officers and other ranks under Major General Luard's command.

He also thanked the committee of the Rifle meeting for their work, particularly Private Frith. He was indisposed and could not be present, but all who had been connected with the rifle meetings in years gone by knew of his work, and looked upon him as the mainspring of the whole organisation.

He also tendered thanks to Captain Dowling, who had arranged the excellent musical programme.

### New Sports Ground.

Dealing with Corps matters, the speaker said there was one thing which they would hear more of in the next few days. This was in regard to the sports ground which had been placed at their disposal by the Government.

The ground was on the Kowloon side. He recalled the sports meeting last year when one complaint was that they had no ground of their own, and had to go to the Football Club or any other in sympathy with them, and ask for the loan of a ground.

A fine piece of ground had now been placed at their disposal if they were prepared to support it. If they failed to do so the opportunity would lapse.

There had been a suggestion that they should combine with the Rugby Football Club. The Club had a number of members and had a certain income and knew where they stood. The Corps could hardly go to them and say they would like to chip in, not knowing how many members they would be able to guarantee or whether they could get subscriptions in proportion.

He appealed for support in the matter, and said that the opportunity now presented would be lost if there was not a sufficient measure of enthusiasm.

### Need for Efficiency.

After distributing the prizes, Major General Luard individually thanked the winners and said he was always pleased to render the Corps any possible assistance.

Referring to the Nathan Cup for efficiency he said he hoped it was looked upon as the most important of all the prizes, as he considered it should be. They had to aim at efficiency in both work and games. It was more important for them to be efficient in work, but the two went together.

He made special reference to the success of Corps Sergeant Major Westlake, who won the Musketry Competition and also the Corps Championship. Considering Sergeant Major Westlake's age he thought it was a first class feat. General Luard remarked

## PROPERTY SALE.

CHEUNG HING STREET LOT FOR \$11,600.

There was a poor attendance at Messrs. Hughes and Hough's auction rooms yesterday when a longlong property consisting of land and houses in Cheung Hing Street was disposed of.

The property in question, known as Section C, Inland Lot No. 44, is situated with the premises thereon to, 6 Cheung Hing Street, is held on the residue of a term of 75 years from June 1843 with an extension for 924 years from 1856, the premises are subject to a right of way and passage for owner of adjoining lots. Area 361 square feet at an annual Crown Rent of \$2,000.

Opening at \$10,000, with bids of \$200 acceptable the price rose rapidly to the \$11,000 mark. Three other bids at the specified figure were made and the sale was closed in favour of Mr. Ho Cheung Cho for \$11,600.

## AIR FLIGHT.

The Norge at Spitzbergen.

Oslo, May 7.

The Norge has arrived at Kings Bay, Spitzbergen.—Reuter.

that they served together in a mounted infantry battalion just after the war in South Africa.

An excellent entertainment was provided by Pipe Major D. Wilson, and Messrs. J. A. E. Bullock, H. E. Gardner, Charles Olive, R. O. Sutherland, R. A. Green, E. E. Mimmack, Bert Burrows, V. C. Blusdell, J. E. Milne, V. R. Jones and Coy. Sergt. Major R. H. Charles.

### The Prize Winners.

The following were the winners in the competition:—Nathan Cup for Field firing at Unknown Ranges.—Mounted Infantry Company.

Commandant's Cup for Musketry.—Artillery Company. Luard Cup for Field firing at Unknown Ranges.—Mounted Infantry Company.

Commandant's Cup for Kirkpatrick Scheme.—Engineer Company. Blake Shield.—No. 6 Platoon.

Special Prize for Blake Shield Competition, Cpl. F. C. Goodman. Francis Cup.—No. 6 Platoon.

Tile Competition.—No. 6 Platoon.

Jar Competition.—No. 1 Platoon. Attack Competition.—No. 1 Platoon.

Musketry Competition.—Corps Sergt. Major H. Westlake, D.C.M., 2nd Pte. D. Reid (Reserves), 3rd Cpl. F. C. Goodman (No. 6 Platoon).

Corps Championship.—Corps Sergt. Major H. Westlake, D.C.M., 2nd Pte. D. Reid (Reserves), 3rd Cpl. G. E. Stephens (Engineer Coy).

Tyro Competition.—2/Lt. E. J. R. Mitchell.

Revolver (Open).—Sergt. Tugwell, 2nd C. P. O. Bristowe.

Revolver (Corps).—Spr. E. R. Dovey (Engineer Coy), 2nd Pte. K. C. McLennan (No. 5 Platoon).

Machine Gun Competition.—Cpl. Ramsay, Pte. Church, M.C. and Pte. Vickars.

Lewis Gun.—No. 5 Platoon.

H.K.V. Reserves Challenge Cup.—(Presented by Sir Henry Pollock, K.C.) Sergt. G. E. Falkner, M.C.

## OBITUARY.

DEATH OF MR. A. REID.

It is with regret that we have to announce the death of Mr. A. Reid, Acting Assistant Accountant of the Police Department, which occurred at the Government Civil Hospital on Thursday evening, from gastritis with complications. Mr. Reid was admitted to hospital on Monday last and was understood to be progressing favourably, but had a relapse on Thursday evening and passed away shortly after 9 p.m.

The deceased joined the Hongkong Police prior to the war, and in the outbreak of hostilities was drafted home to join the Black Watch. He was in France and Belgium, and served with distinction in many engagements, having the misfortune to lose a leg in the Somme offensive.

Mr. Reid returned to Hongkong in 1919, and was appointed Secretary of the Police Department, holding this post until a month ago, when, on the Department Accountant going on leave, he was made acting Assistant Accountant.

The deceased was a very popular member of the Police Recreation Club, and a regular player in the bowls team, being in the side which won the Second Division Shield last season. Prior to being wounded in France, he was also a brilliant player in the Police football team, as a speedy outside right, and in view of his knowledge of the game, was last year made secretary of the Police team.

Mr. Reid's last period of leave was in 1923, during which he married, there now being two children the youngest a few weeks old.

### The Funeral.

The funeral took place at Happy Valley last evening, and was attended by a large number of deceased's friends and comrades. The service was conducted by the Revd. Mr. J. Kirk Macdonachie. Pall bearers assembled at Headquarters at 4.15, and proceeded to the Government Civil Hospital, where the coffin was placed on a gun carriage draped with a Union Jack and surrounded by deceased's helmet and medals. On arrival at the Monument, the cortege was joined by members of the various Government Departments and comrades of the deceased from outlying stations, as well as a number of personal friends.

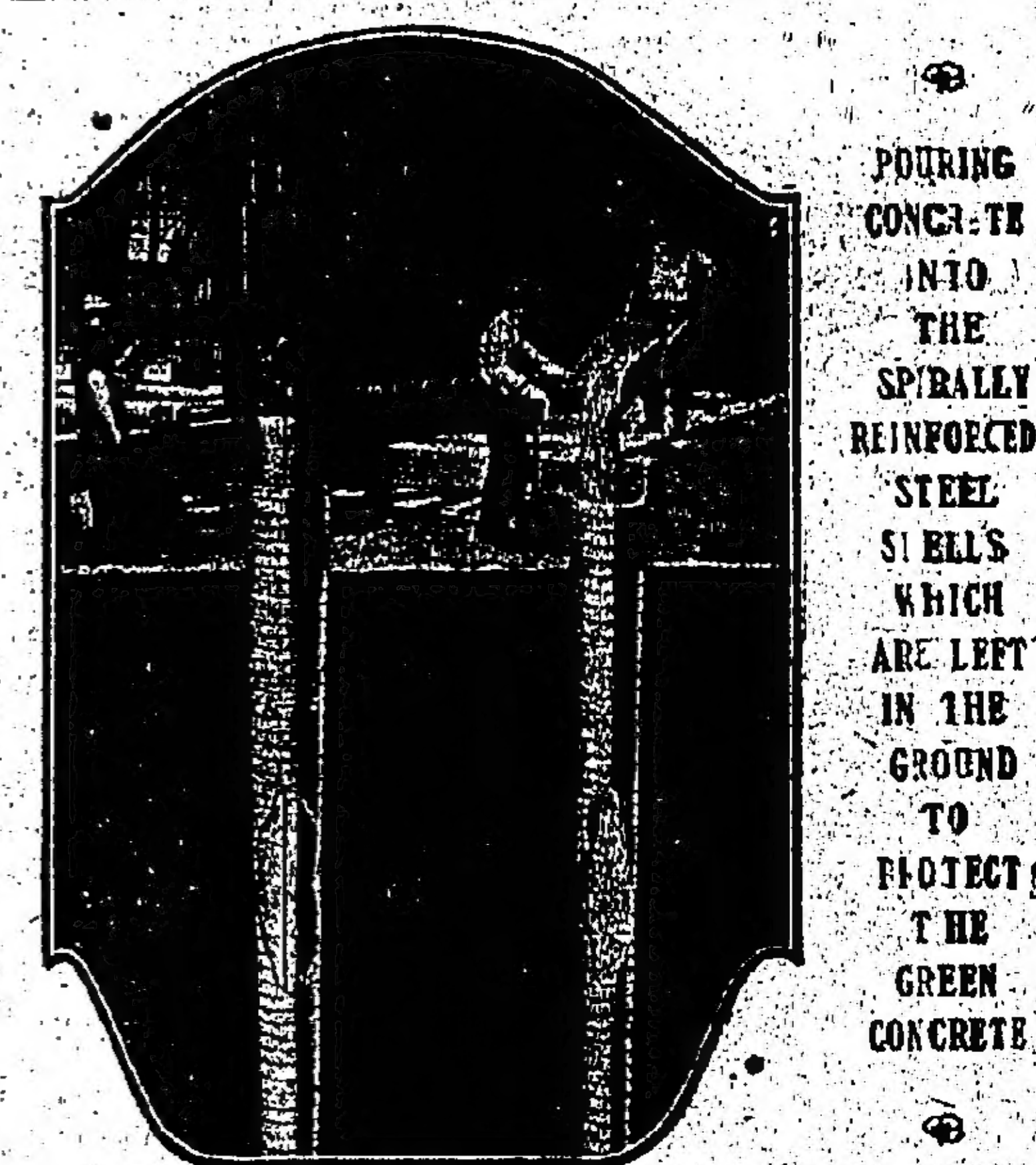
The coffin was borne to the graveside by eight Crown Sergeants.

Among those present were, Mrs. Reid, the widow, as chief mourner; the Hon. Mr. E. D. C. Wolfe, Captain Superintendent of Police, Mr. T. H. King, D. C. I., Captain Bloxham, A.S.P., Chief Inspector Kent, Inspectors J. and P. Grant, Sub-Inspectors Goble, Dorrington, Wilson, Clarke, MacLellan, Reynolds, Alexander, Supt. H. T. Brooks, Supt. Saunders, Supt. Moss; Messrs. J. Thompson, Gordon Leask, J. Ross; Principal Warder Daniels, Chief Warder McLeod, the Sergeants of the Hongkong Police Force, and many others.

Wreaths were sent by the Wife and children, the Hon. Mr. E. D. C. Wolfe, Capt. H. Bloxham, Mr. D. Burlingham, Mr. and Mrs. W. Knight, Inspector and Mrs. McWalter, Sham Shui Po, Mr. and Mrs. J. S. Dick, Mr. W. Glendinning, Mr. and Mrs. T. Murphy, Mr. and Mrs. E. J. Ellis, Mr. and Mrs. A. W. Hill, Mr. and Mrs. Evans, Mr. and Mrs. W. E. Hollands, Mr. W.

Gerrard, A.S.P., and Mrs. Gerrard, Mr. and Mrs. J. R. Clark, Mr. and Mrs. H. E. Strange, Mr. and Mrs. Goble, Mr. and Mrs. W. Shannon, Insp. and Mrs. McDonald, Insp. and Mrs. Watt, Mr. and Mrs. G. Watt, Mr. and Mrs. W. F. Stone, Mr. and Mrs. Pliscoit, Mr. and Mrs. F. Alexander, Mr. and Mrs. E. Wood, Mr. and Mrs. A. K. Taylor, Sergeants Mess (Central Station), P. S. Mess (Central Station), S. Mess (Central Station), Staff (Headquarters), Sergeant Mess No. 2 Station, Sergeant Mess No. 7 Station, Sergeant Mess Kungshom Station, Sergeant Mess Sham Shui Po, Inspectors and Crown Sergts. Yaumatei Station, Lance Sergeants Mess Yaumatei Station, Quarry Bay Station, Tai O Station, Officers Mess Victoria Gaol, Officers Mess Laihekok Prison, European Revenue Officers, Officers of the Fire Brigade, H. K. Football Association, Royal Naval Yard Police, F.A.S.M.A., Worshipful Master, Office Bearers and Brethren of Lodge No. 173 St. David's, Dundee, Mrs. P. Angus and family, Sub. Insp. and Mrs. W. Wilson, Mr. and Mrs. E. Field and family, Insp. and Mrs. A. R. Clark, Mr. and Mrs. E. Bloom, Insp. and Mrs. J. Ogg, Mr. and Mrs. A. H. Elston, Mr. A. H. Noonan (Victoria Gaol), Messrs. Beach and Harrison, J. I. Ross, W. S. Cuff, P. J. Condon, Captain R. J. Gillespie, Insps. P. Grant, J. Grant, A. Nicholl, C. Earnshaw.

## RAYMOND CONCRETE PILES.



HONGKONG EXCAVATION, PILE DRIVING & CONSTRUCTION CO., LTD.

TEL. C. 3749

2nd Floor, Hoare's Building



"Cascade" is Made in Canada Under Strict Pure Food Laws from Malt and Hops!

Drink Cascade Because its healthful and tonic properties are unequalled. It is free from chemical. Its distinctive flavour appeals. Its digestive properties are well known.

"The Beer without a Peer"

## FRECKLES AND HIS FRIENDS

But There Won't Be Two

By Blosser



## NESTLE'S

CHILDREN



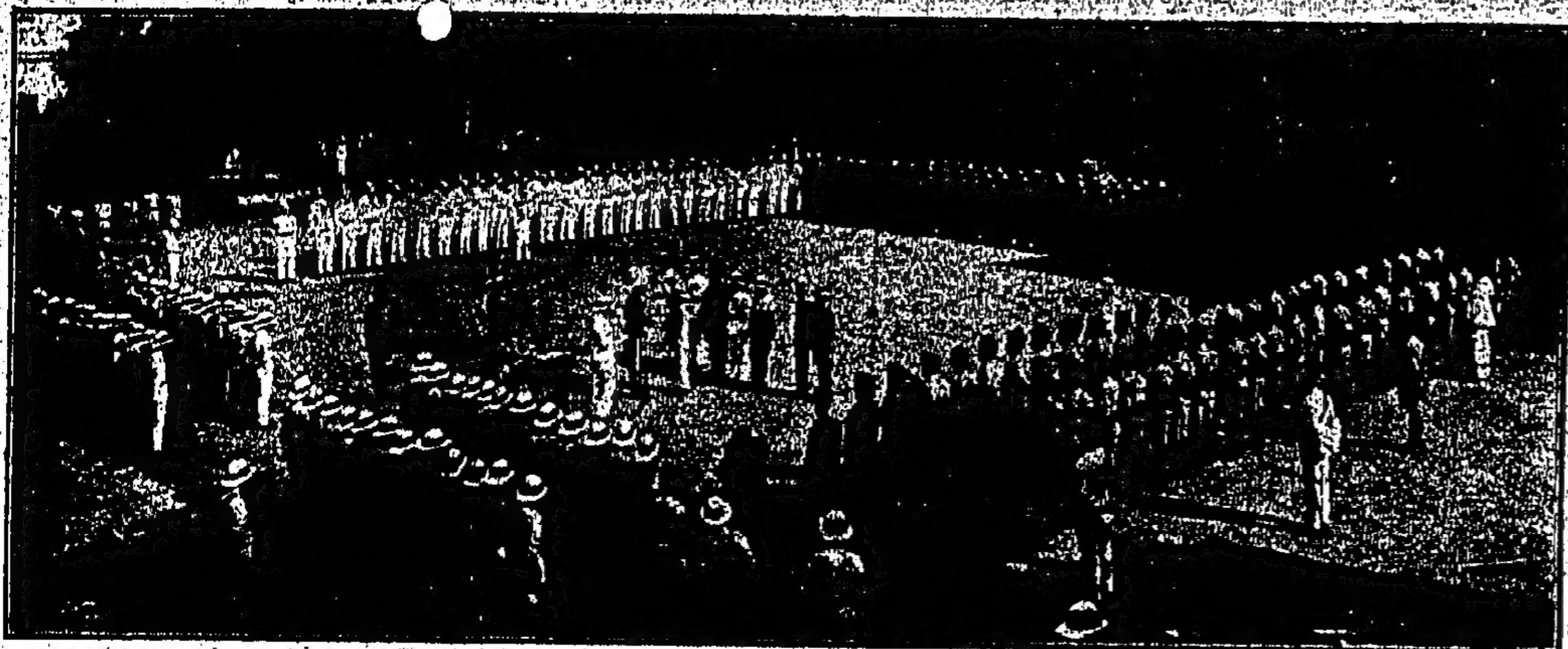
LIKE THE FLAVOUR

and besides being a refreshing drink

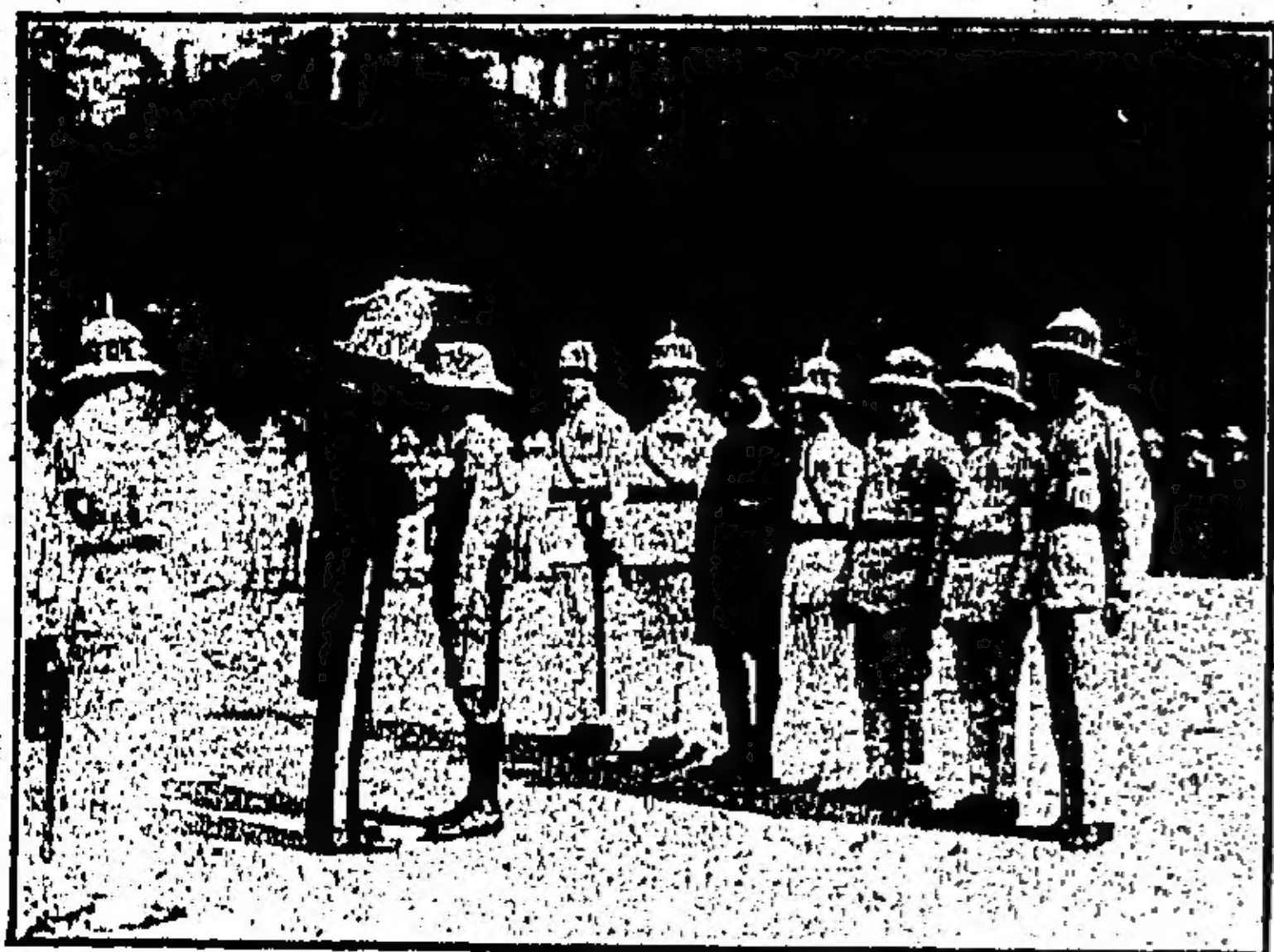
IT BUILDS UP THEIR

STRENGTH





General view of the annual inspection of the Hongkong Police Force by His Excellency the Governor (Sir Cecil Clementi) on Tuesday last. (Photo: Mee Cheung). At right: Mr. W. G. Gerrard, A.S.P., receiving the King's Police Medal for distinguished service. (Photo: A. Fong).



Special strike rewards being conferred by H.E. the Governor. (Photo: Mee Cheung).



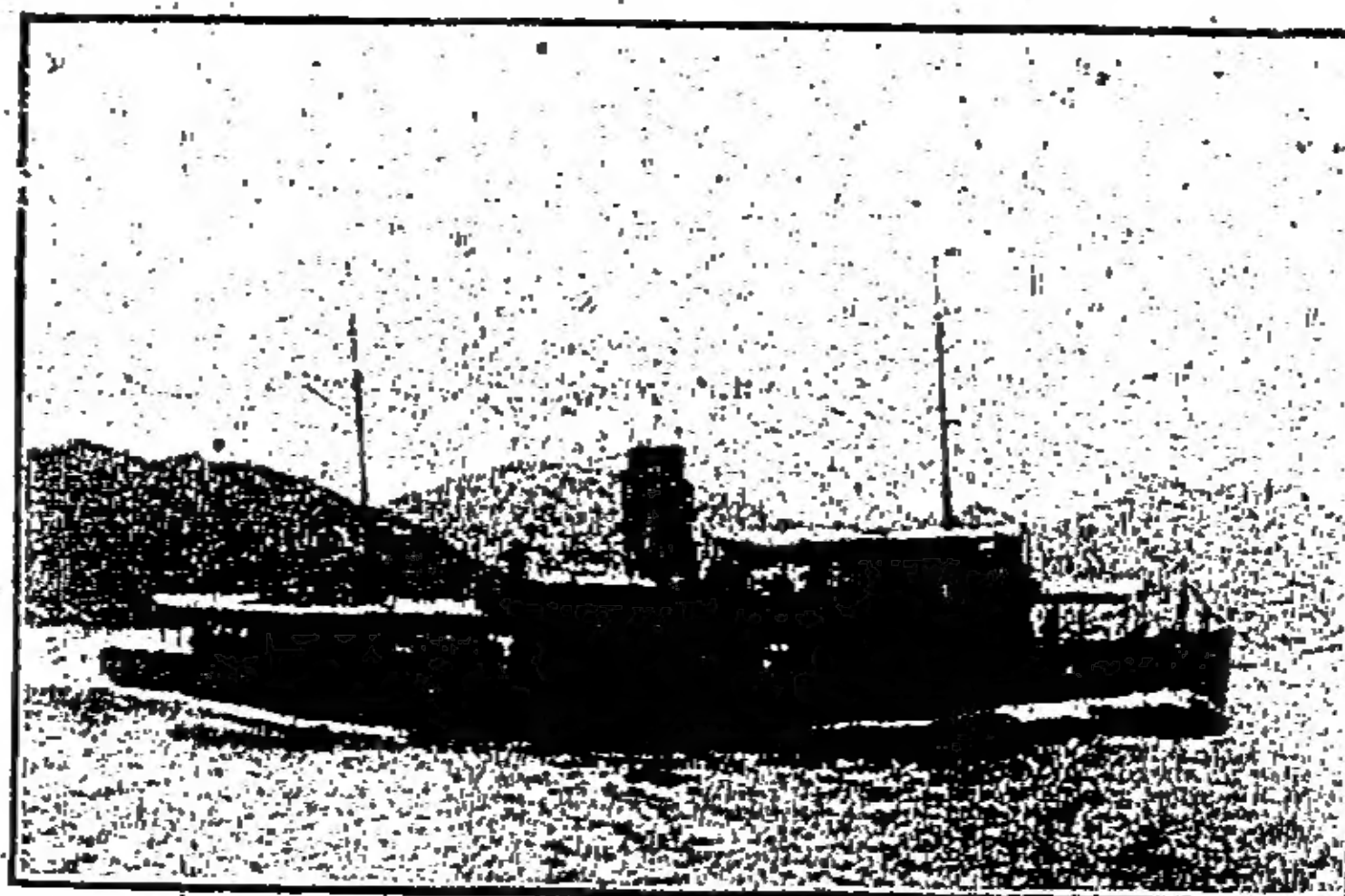
Chief Det. Inspector Grant receiving 2nd. Class Police Medal. (Photo: Mee Cheung).



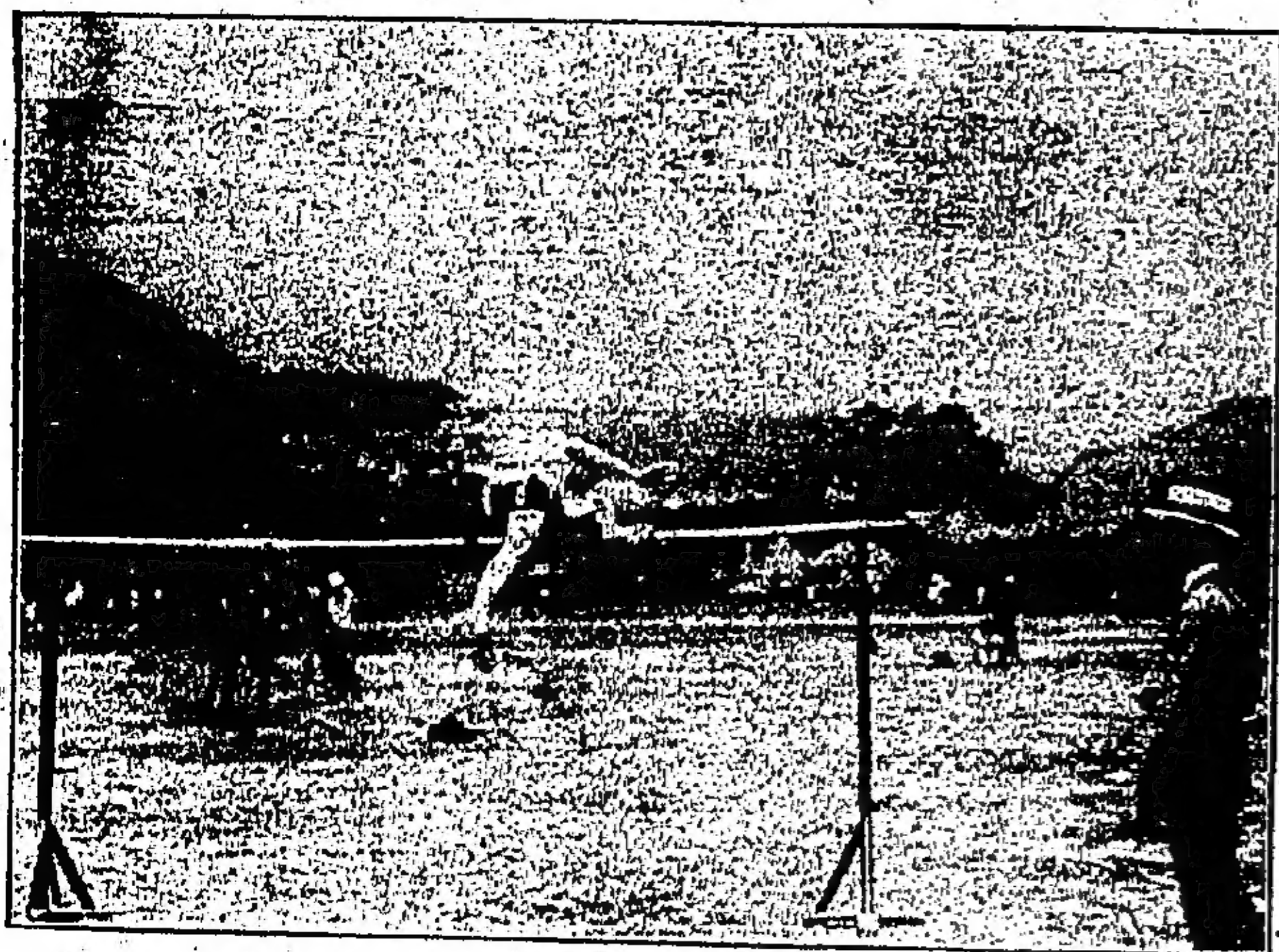
H.E. the Governor inspecting the ranks. (Photo: Mee Cheung).



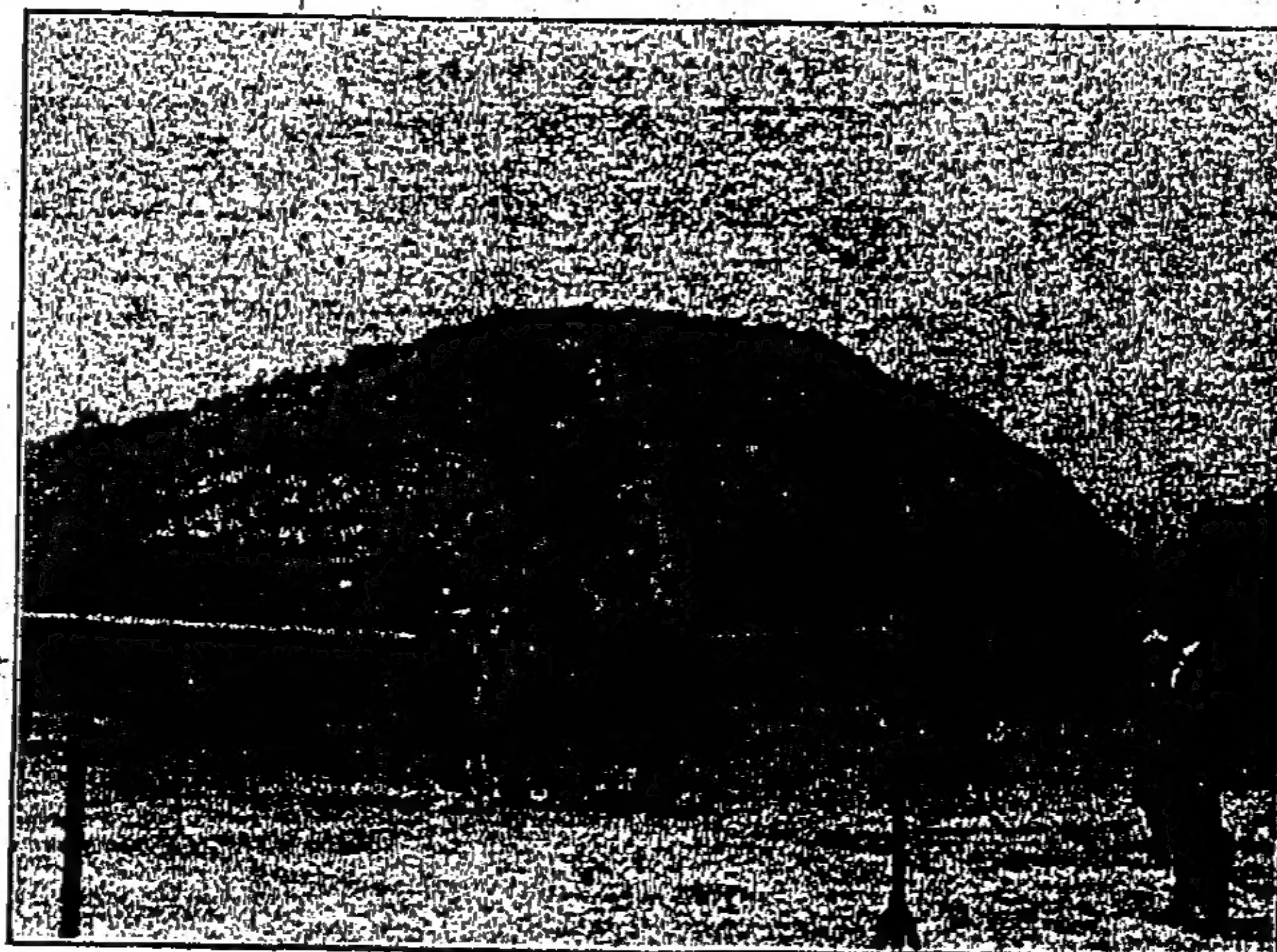
Quarry Bay School children taking part in Spring Festival celebration. (Photo: Ming Yuen).



Speed trial of new No. 4 Police launch, built at Messrs. Bailey's yard.



Two action pictures showing the high jump contest at the South China Athletic Association's Sports. (Photo: Mee Cheung).



Over the hurdles at the S.C.A.A. sports. (Photo: Mee Cheung).



Ladies' race at the South China Sports. (Photo: Mee Cheung).

## BATHING SUITS



We have ready for your inspection an unrivalled selection of Swimming Costumes in a variety of gay colours, or plain, for those of quieter taste.

All sizes at prices ranging from \$3.25 to \$13.50.

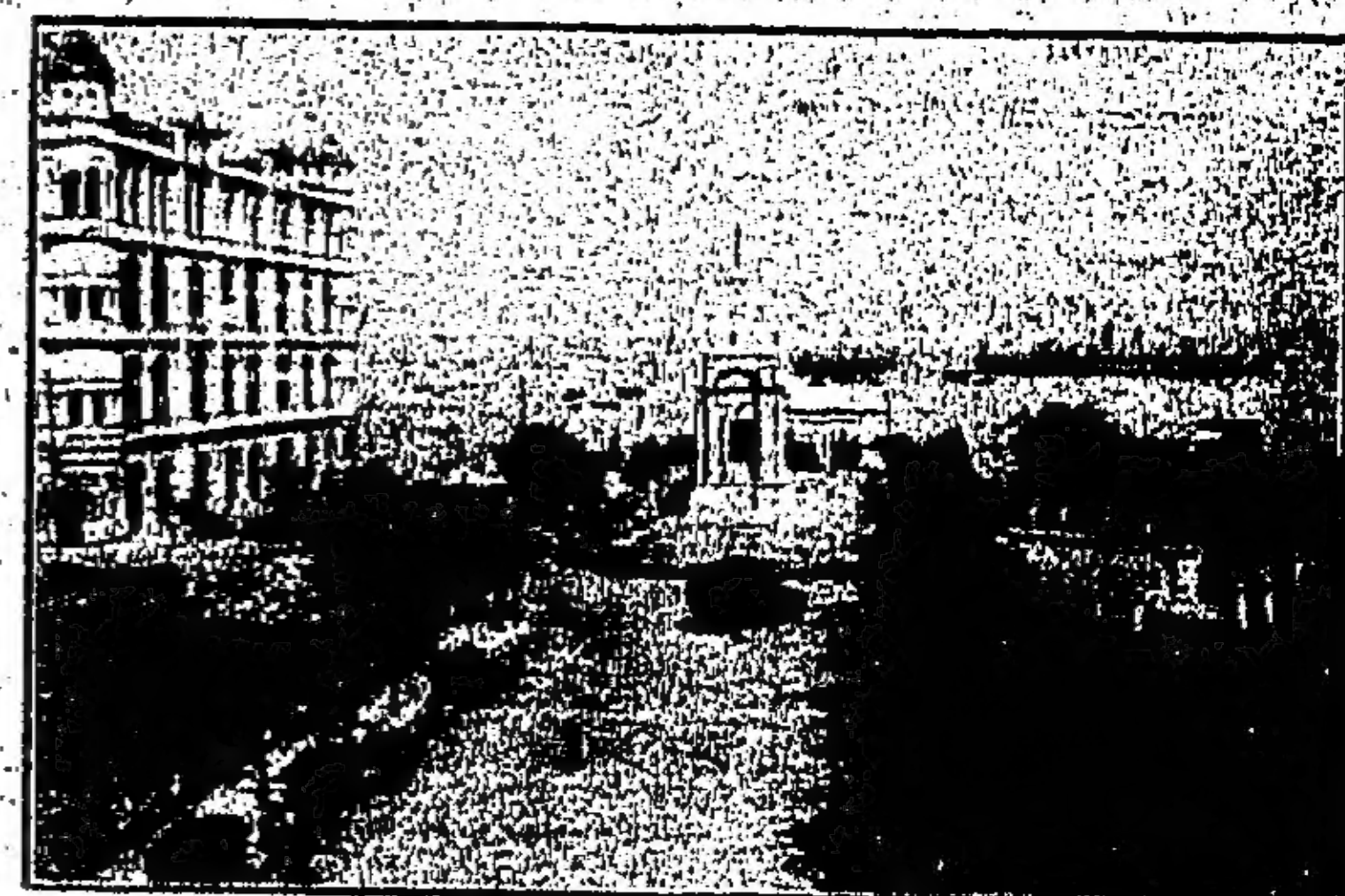
We Allow 10% Discount for Cash

**MACKINTOSH**

& Co., Ltd.

MEN'S WEAR SPECIALISTS  
Alexandra Bldg. Des Voeux Rd.

## LATEST VIEWS OF HONGKONG.



We have just published an excellent album of views of Hongkong. Price—\$3.00 each.

**MEE CHUNG.**

105, House Street, and Beaconsfield Arcade.

## ALBERT

FRENCH PASTRY COOK

22, Queen's Road, Central



—is making his name, better known every day by his French Cooking, done exclusively with fresh butter.

The amateur "gourmet" fond of "Marseille's Bouillabaisse" "Escargots de Bourgogne" and all other famous French dishes can go to "Albert" with confidence.

FRENCH WINES — CHAMPAGNES — LIQUORS  
DINNERS TO ORDER

Tiffin and Dinners served from 10.30 a.m. to midnight.

French Cakes and French Chocolates made by "Albert" himself.

Nice selection of French fancy boxes just arrived from France by the "Andre-Lel."

## WHITEAWAY'S

BATHING COSTUMES

FOR

GENTS

LADIES

AND

CHILDREN



GOOD SELECTION  
POPULAR PRICES

CALL AND INSPECT

**WHITEAWAY, LADLAW & CO., LTD.**  
HONGKONG



## Prepaid Advertisements

**WORDS FOR \$1.00**  
(\$1.50 if not prepaid)  
The following replies are a wait-  
ing collection—  
1376, 1384, 1385, 1392,  
1393, 1397, 1409, 1418, 1375,  
1444, 1456, 1462, 1453,  
1458

### MISCELLANEOUS.

**HOUSE** mid-level also one  
between Cathedral and St.  
Paul's. Mortgages arranged on  
mortgage valuation. Houses,  
land and building lots negotiated.  
See H. Lavender. Tel. 630.

### BOARD RESIDENCE.

"Buckton," Subbs Road,  
Victoria Central 1038. Large  
city room, cool situation, 15  
minutes from town, car run for  
convenience of guests. Apply  
Mrs. V. Matheson.

### FOR SALE.

**AUTOMOBILE BAR-**  
**GRINS** see Motor Supple-

**FOR SALE.**—Three letter  
press printing machines,  
with motors. Apply Manager  
"S.M. Post."

### PREMISES TO LET

**TO LET.**—Half house, furnished  
or unfurnished, Kowloon,  
Methuen Road vicinity, large  
combined dining-sitting room and  
kitchen, double bedroom separate  
entrance, all conveniences,  
select locality. Rent \$9.00 per  
month. Apply Bx No. 1510 c/o  
"Hongkong Telegraph."

**VICTORIA HOTEL, QUIET**  
**RESIDENTIAL APART-**  
**MENTS.**—Full board small room  
\$24 monthly. Medium sized  
rooms inclusive. Large com-  
mon sitting-rooms \$150  
monthly. A minute from Ferry  
Wharf. Hotel Hankow Road,  
Kowloon. Tel. K.357.

**FLATS FOR RENT.**—Orient  
Building Coronation Road,  
Kowloon. No. 5, Ground Floor  
No. 1, 1st Floor. No. 10, 2nd  
Floor. No. 11, 2nd Floor. No.  
12, 2nd Floor. No. 13, 2nd Floor.  
No. 14, 1st Floor. No. 15, 1st  
Floor. Immediate occupation.  
Telephone Caine Road or Telephone  
C.357 between 9 and 10 a.m.

**TO LET.**—One European flat,  
Wanchai Gap Road, Hong-  
kong. Apply to 32 Kennedy  
Road.

### FOR—

**THIS WEEK'S**  
**BARGAINS IN**  
**MOTOR CARS**  
**AND**  
**MOTOR CYCLES,**  
**SEE SPECIAL**  
**ADVERTISEMENTS**  
**IN THE**  
**MOTOR SUPPLEMENT.**

### CHURCH NOTICES.

A SERVICE OF ONE DOLLAR IS MADE.  
SUNDAY SERVICES UNDER THIS HEADING

**St. John's Cathedral, Hongkong,**  
May 20, 1926. Rogation Sun-  
day; Holy Communion, 8 a.m.;  
Matins, 11 a.m.; Preacher: Rev.  
J. B. Powell; Evensong, 6 p.m.  
Preacher: Rev. H. Copple Moyle.  
May 21st, Ascension Day; Holy  
Communion, 7.45 a.m.; Matins,  
7.15 a.m.; Choral Evensong,  
7.20 p.m.

**First Church of Christ, Scientist,**  
Maddison Road, below Bowen  
Road Tram Station; Sunday  
Service at 11.15 a.m.; Subject:  
"Provision After Death." Wed-  
nesday Evening Meeting at 8.30  
p.m. in the same room at above ad-

### G. R. NOTICE.

Fedder Street is opened to traffic  
until further notice. Ice House  
Street, South of Des Voeux Road  
Central is closed to motor traffic.  
Motor cycles will park on the stand  
in Pedder Street between Queen's  
Road Central and Des Voeux Road  
Central below the White Line.

E. D. C. WOLFE,  
Capt. Supt. of Police.

Hongkong, May 6, 1926.

### Wm. POWELL, LIMITED.

### NOTICE TO SHAREHOLDERS

Notice is hereby given that the  
25th Ordinary General Meeting of  
Shareholders will be held at the  
Office of the Company, Des  
Voeux Road, on Saturday, the  
22nd May 1926, at 12 noon for  
the purpose of receiving the Re-  
port of the Directors and State-  
ment of Accounts for the year  
ending 28th February 1926.

Transfer Books of the Com-  
pany will be closed from the 13th  
May 1926 to the 22nd May 1926,  
both days inclusive.

By Order of the Board of  
Directors  
A. C. HOWELL,  
Secretary.

### KOWLOON FOOTBALL CLUB.

Owing to lack of support, it has  
been found necessary to postpone  
the Annual Dinner arranged for  
to-night.

K. A. MASON,  
Hon. Secretary.

Hongkong, May 8, 1926.

### SAFE DEPOSIT VAULTS.

The Banque de l'Indo-Chine beg-  
s to inform all interested in safe  
deposit, that they have actually  
in their new building, 5 Queen's  
Road, safe deposit Boxes at the  
yearly rate of \$8 for the small  
size, and \$12 for the large size.

Please apply to the Cashier.

### THE CANTON INSURANCE OFFICE LTD.

### NOTICE TO SHAREHOLDERS.

The Forty-fifth Ordinary General  
Meeting of Shareholders will be  
held at the Office of the under-  
signed on Tuesday, the 18th May,  
1926, at noon, for the purpose of  
receiving the Report of the General  
Agents, together with a statement  
of Accounts for the year ended the  
31st December, 1926.

The Share Register and Transfer  
Books will be closed from the 4th  
to the 18th May, 1926, both days  
inclusive.

JARDINE MATHESON  
& CO., LTD.,  
General Agents.

Hongkong, April 27, 1926.

### NOTICE.

### UNIVERSAL AUTO SUPPLY COMPANY.

OUR OFFICE AND SHOW-  
ROOM have been REMOVED to  
61, DES VOEUX ROAD. C.  
CUSTOMERS are requested to go  
to the above mentioned address.



A few well-known cases of—  
ROBERTSON'S ASBESTOS  
PROTECTED METAL  
Admiralty (Gibraltar & Home Stations)  
War Department  
Shanghai Municipal Council  
New Zealand Railways  
John Swire & Co., Ltd.  
Taikoo Sugar Refinery, Ltd.

A list of over 100 other names  
may be inspected at our office

Full Particulars—

DAVID BOAG & CO.,

Bank of Canton Building

## LAMMERT'S AUCTIONS

### PUBLIC AUCTION.

The Undersigned have received  
instructions to sell by Public  
Auction,

on MONDAY,  
the 10th May, 1926,  
commencing at 11 a.m.,  
at their Sales Rooms,  
Duddell Street,  
2 Bales Silk Nail Yarn,  
and  
(for account of the concerned)  
2 Packages Sole Leather Bends,  
and  
A Quantity of  
Miscellaneous Goods.

Comprising—  
Socks, Stockings, Face Towels,  
Matches, Singlets, Handkerchiefs,  
Soap, Naphthalene Balls, Yarn,  
Tooth Powder, Candles, Bath  
Towels, Rubber Shoes, Slippers,  
Brass Nails, Satin and Leather  
Shoes, Boots, Laundry Powder,  
Buttons, Thread Balls, Toys,  
Pencils, Combs, Mosquito Sticks,  
Reels, etc., etc. (all more or less  
damaged).

Terms:—Cash on delivery.  
LAMMERT BROS.,  
Auctioneers.  
Hongkong, May 6, 1926.

### PUBLIC AUCTION.

The Undersigned have received  
instructions to sell by Public  
Auction on

Monday, the 10th May 1926  
at 11 a.m.

at their Sale Room, Duddell  
Street

4 Cases-Lemco Extract  
of Peel

(to be sold in small lots to suit  
purchasers)

Terms:—Cash on Delivery  
LAMMERT BROS.,  
Auctioneers.

### PUBLIC AUCTION

The Undersigned have received  
instructions to sell by Public  
Auction on

Monday, the 17th May, 1926  
at 3 p.m.

At the premises of "The Hong-  
kong Telegraph" 11, Ice House  
Street.

Two large newspaper printing  
machines.

(By C. B. Cottrell and Sons.)  
1—Electric Motor 1.—H. P.  
200 V.

1—Electric Motor 5.—H. P.  
200 V.

These machines may be in-  
spected in operation on appli-  
cation to the Manager of "The  
Hongkong Telegraph."

Terms:—Cash on Delivery, the  
Machines must be removed with-  
in ten days from date of sale.

LAMMERT BROS.,  
Auctioneers.

### PARTICULARS & CONDITIONS OF SALE OF THE VALUABLE LEASEHOLD PROPERTY SITUATE AND BEING THE REMAINING PORTION OF Subsection 3 of Section A of Island Lot No. 70 TO BE SOLD

By Order of the Mortgagee  
by

PUBLIC AUCTION  
on FRIDAY,  
the 14th May, 1926,  
at 3 o'clock p.m.,  
IN ONE LOT

by

Messrs LAMMERT BROTHERS,  
Auctioneers

At their Auction Rooms,  
8A, Duddell Street.

The Property consists of—  
All that piece or parcel of ground  
situate at Victoria in the Colony  
of Hongkong and registered in the  
Land Office as the Remaining Portion  
of Subsection 3 of Section A of  
Island Lot No. 70 together with  
the message or tenement thereon  
erected and known as No. 25  
Lower Lascar Row.

The property contains an area of  
782 square feet or thereabouts and  
is held under a Crown Lease and  
Extension for the term of 999  
years.

The proportion of Crown Rent  
payable in respect of the property  
is \$9.16 per annum.

Particulars and Conditions of  
Sale may be had from:—

Messrs. DEACONS,  
Vendor's Solicitors,  
1, Des Voeux Road Central,  
or from

Messrs. LAMMERT BROTHERS,  
The Auctioneers.

## CHINA AUCTION ROOMS.

4, Duddell Street.

If you have anything you would  
like to sell, exchange or advertise  
send it to the CHINA AUCTION  
ROOM.

E. V. M. R. DE SOUSA.

## LUGGERS & ROUGH LIMITED.

GENERAL AUCTIONEERS.  
IMPORTERS, EXPORTERS &  
GENERAL BROKERS.

## UNION INSURANCE SOCIETY OF CANTON LTD.

NOTICE TO  
SHAREHOLDERS.

NOTICES IS HEREBY GIVEN  
that the FIFTY-THIRD ORDINARY  
YEARLY MEETING of the  
Society will be held at the  
Head Office, Union Building,  
Hongkong, on FRIDAY, 28th  
MAY 1926, at 11 o'clock a.m.,  
for the purpose of receiving the  
Report of the Directors and  
Statements of Account to 31st  
December 1925, and of declaring  
DIVIDENDS, etc.

By Order of the Board,  
PAUL LAUDER,  
General Manager.

Hongkong, May 3rd 1926.

## BRITISH TRADERS' INSURANCE CO. LTD.

NOTICE TO SHARE-  
HOLDERS.

NOTICE IS HEREBY GIVEN  
that the SIXTIETH ORDINARY  
YEARLY MEETING of the  
Company will be held at its Head  
Office, Union Building, Hong-  
kong, on FRIDAY, 28th MAY  
1926, at 11.15 a.m., for the pur-  
pose of receiving the Report of the  
Directors and the statements of  
Account to 31st December 1925,  
and of declaring Dividends, etc.

THE TRANSFER BOOKS of the  
Company will be CLOSED  
from May 12th to May 28th, both  
days inclusive.

By Order of the Board,  
PAUL LAUDER,  
General Manager.

Hongkong, May 3rd 1926.

## THE CHINA FIRE INSURANCE COMPANY, LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN  
that the FIFTY-SEVENTH  
ORDINARY YEARLY MEET-  
ING of the Company will be held  
at its Head Office, Union Build-  
ing, Hongkong, on FRIDAY,  
28th MAY 1926, at 11.20 a.m., for  
the purpose of receiving the Re-  
port of the Directors and the  
Statements of Account to 31st  
December 1925, and of declaring  
Dividends, etc.

THE TRANSFER BOOKS of the  
Company will be CLOSED  
from May 12th to May 28th, both  
days inclusive.

By Order of the Board,  
PAUL LAUDER,  
General Manager.

Hongkong, May 3rd 1926.

## W

Holyoak, Massey & Co., Ltd.

Distributors.

Queen's Bldg. Tel. C.672.

Before You Advertise

COUNT THE "TELEGRAPHS

In The Streets

## HIDDEN HOARD.

£2,000 CONCEALED IN TINS  
AND GRATES.

A story, reading like a chapter  
from Arnold Bennett's "Ricey-  
man Steps," was told in the King's  
Bench Division recently.

It was then alleged that in  
order to escape payment of taxes,  
a tobaccoist named Valentine  
Tingey, a cripple, carrying on  
business in Fulham-road, had  
hidden over £2,000 in gold under  
the piano keys, behind grates,  
and in coffee tins.

While carrying on what appear-  
ed to be a very small business, said  
counsel, in a little shop rented at  
only £65, Tingey's takings during  
the war grew so enormously that  
he amassed over £14,000, though  
he returned his income at only  
£200 a year.

The Revenue authorities learn-  
ing of this, made heavy demands,  
and he only escaped prosecution  
by the payment of £5,000. In  
addition, a firm of accountants,  
Messrs. Hoals, Smith and Field,  
of Broad-street-place, who went

through Lia accounts, charged  
him £800, and the case now came  
before the Court on a claim by  
them for a balance of £250 still  
owing.

### £7,000 BANK ACCOUNT.

Mr. P. Vos, for plaintiffs, said  
the authorities found that Tingey  
had been cheating them for years,  
but they agreed that if he would  
make a true return and pay what  
was owing he would escape  
prosecution. He then employed  
plaintiffs, and admitted to them  
that he had concealed his income  
and hoarded considerable quanti-  
ties of gold.

When war broke out he chang-  
ed the gold into notes and hoarded  
them.

Mr. Justice Roche said that  
plaintiffs' charge was a fair one,  
and therefore there would be  
judgment for them for the sum  
claimed.

In order to release his son  
for other duties, the Rev. F.  
Melville, vicar of Exhall, Cov-  
entry, after a funeral service, filled  
in the grave himself.

## VISION OF CORKS.

WHERE THEY ARE MADE.

It is likely that you have never  
heard of Cogolin, writes a Home  
correspondent. It is a scrambling,  
little town that straggles over a  
rounded hill thrusting up from the  
plain (which not so very long ago  
was sea), about the head of St.  
Tropez Bay, and ringed round by  
the Maures Mountains. It is an  
inconsiderable place. But the cork  
of the bottle of wine which you had  
at dinner last night, the cork of  
the medicine bottle on your bath-  
room shelf, the cork of your  
thermos flask—they probably all  
came from Cogolin. To-day I have  
seen in a factory 20 machines at  
work, some of which, not the most  
modern, tended by a single girl,  
turn out 15,000 corks in an eight-  
hour day. The 20 machines can  
account for over 1,500,000 corks,  
of all sorts and sizes, in a week.  
And what visions does not the  
thought of 1,500,000 corks conjure  
up when one considers the gracious  
names that are to be stamped on  
them, the noble vintages destined  
to stain and make them redolent!

Next to the Aleppo pine, the cork  
oak (*Quercus suber*) is the chief  
ingredient of the forests that clothe  
both the Maures and the hills of  
the Esterel, which, between them,  
stretch all the way from Hyeres to  
the neighbourhood of Cannes. It is  
not an imposing tree, looking  
generally like a rather shabby  
specimen of our flex or holm-oak,  
to which it is first cousin. But,  
however far back you go into the  
woods, you rarely see a tree that  
has grown to be more than a  
sapling which has not been humi-  
latingly stripped of its neither  
garments. They look like children  
paddling in the sea; their clothes  
tucked up about their hips and their  
thin legs below. The stripping is  
said to be good for the trees, as  
taking ploughs' eggs is said to be  
good for the ploughs, and as olives  
and roses thrive the better the more  
brutally you treat them. So each  
tree is stripped for the first time,  
from the ground up to a height of  
six or eight feet, when it is 20  
years of age; and thereafter it is  
fleeced twice more, at intervals of  
from six to a dozen years, the cork  
getting better at each operation.

At Cogolin you see the sheets of  
the rough bark, mostly semi-  
cylindrical, still shaped to the  
curve of the tree trunk, being  
subjected under pressure to a  
steam bath, from which they issue  
chastened and flat. When they  
are dry, a circular saw slits them  
into narrow strips, which, again,  
are steamed and dried—a process  
which takes some months—before  
being given up to the machines  
which make true corks of them.  
There are machines which punch  
whole corks out of a strip at a  
single movement till the remnant  
of the strip looks like a slice of a  
honeycomb. There are other  
machines to which the raw materi-  
al, the strips having first been cut  
into cubes, is fed into a lathe  
revolving against a knife blade,  
which in about a second and a  
half of time trims the cube to a  
nice cylindrical cork, the right  
of waste pared from it falling off  
like the peel of an orange. In the  
older machines of this type the  
adjustment of the knife-blade is  
controlled by hand. In the later  
15,000-a-day pattern it is all  
automatic, except the slipping of  
the cube into the lathe once every  
two seconds by the deftest of human  
fingers. It is fascinating to  
watch; and looks as if it would  
be a fascinating thing to do for a  
few minutes. But to continue  
doing it for eight hours a day, a  
cork to each two seconds, day after  
day.

Meanwhile, the parings and  
waste strew the floor, piling up  
about the feet and ankles of the  
operators. They are used later in  
the manufacture of floor coverings,  
"cork-lino." It is all immensely  
interesting; and for the thou-  
sandth time in one's life one  
wonders by what slow process  
through the ages man's ingenuity  
learned what natural products  
were best adapted, and by what  
treatment, to which uses. What  
gradual development of civilization  
—what intricate inter-play of rela-  
tionships—was needed before bits  
of the bark of oak trees, fashioned  
here in Cogolin, could go to stop-  
per glass bottles in London, in  
China, and Peru? Having seen  
the factory here, one must always  
thereafter, look at corks with a  
friendlier, more intelligent eye.

A bust of Captain Fred  
commander of the President  
Roosevelt, made during the trip  
in the liner succeeding the rescue  
voyage, has just been completed  
in London by Mrs. Edna Spencer,  
a Boston sculptor. This is follow-  
ed to be the first of the series.

## POST OFFICE NOTICE.

WIRELESS TELEGRAPH SERVICES, which offer speedy and efficient  
means of communication are established between HONGKONG and SHIPS  
at SEA, FRENCH INDO-CHINA, the PROVINCE of YUNNAN, and  
MACAO.

The RADIO TELEGRAPH OFFICE is always open for the reception  
and transmission of Radio Telegrams and for reporting vessels passing  
WAGLAN and GAP ROCK LIGHTHOUSES.

WIRELESS SERVICES with Canton and Swatow suspended until  
further notice.

Full particulars may be obtained on application to the RADIO  
COUNTER in the MAIN HALL of the G.P.O., and at the RADIO TELE-  
GRAPH OFFICE 8rd floor, GOVERNMENT BUILDING.

Commencing May 1st the rates for wireless messages to the river  
steamers "Lungshan," "Taishan" and "Kinsan" will be reduced from 50  
cents per word to 15 cents per word with minimum charge of \$1.50.

**INWARD MAILS.**

From	Per	Due
Shanghai	Per	May 8
U.S.A., Canada, Japan and Shanghai	Per	May 8
Australia and Manila	Per	May 8
Europe via Negapatnam (Papers only)	Per	May 10
London 8th April	Per	May 10
Shanghai	Per	May 10
U.S.A., Honolulu, Japan and Shanghai	Per	May 10
Manila	Per	May 11
Shanghai	Per	May 11
Straits	Per	May 11
Australia and Manila	Per	May 11
Australia and Manila	Per	May 20

**OUTWARD MAILS.**

For	Per	Date
Shanghai, Japan, Honolulu, "Canada," "U.S.A., C. and S. America via San Francisco and Europe via Siberia (Letters and Post Cards specially superscribed "via Siberia")	Per	May 11
Shanghai	Per	May 11
Manila	Per	May 11
Swatow, Amoy and Formosa	Per	May 11
Shanghai	Per	May 11
Batavia, Sourabaya and Samarang	Per	May 11
Japan	Per	May 11
Amoy	Per	May 11
Java via Sourabaya	Per	May 11
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt and Marseilles	Per	May 11

**Shanghai, Japan, Honolulu, "Canada,"  
"U.S.A., C. and S. America  
via San Francisco and Europe  
via Siberia (Letters and  
Post Cards specially superscribed  
"via Siberia")**

**Shanghai**

**Manila**

**Swatow, Amoy and Formosa**

**Shanghai**

**Batavia, Sourabaya and Samarang**

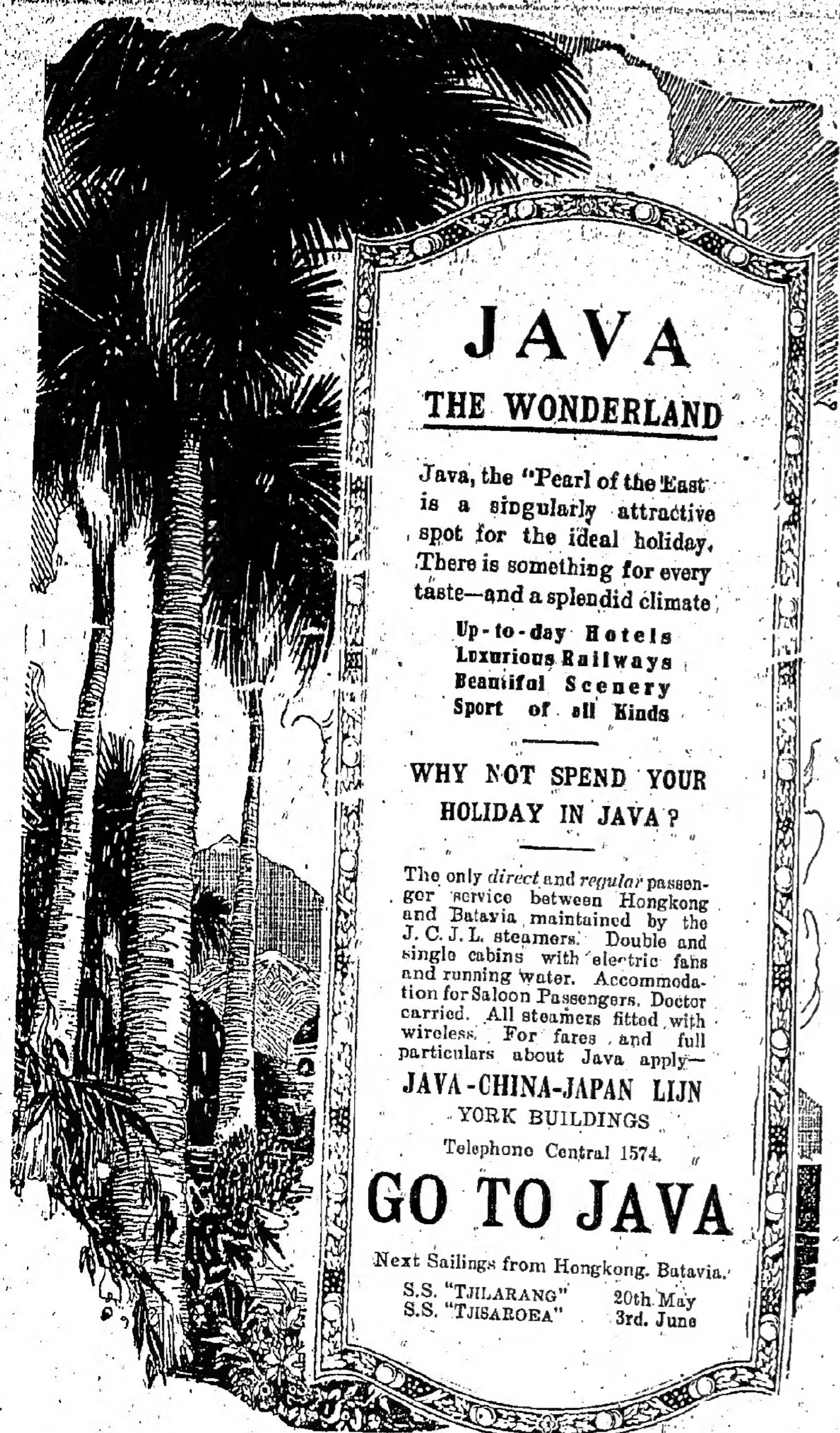
**Japan**

**Amoy**

**Java via Sourabaya**

**Straits, Ceylon, India, Mauritius, E.  
& S. Africa, Aden, Egypt and  
Marseilles**





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**THE WONDERLAND**

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YORK BUILDINGS  
Telephone Central 1574.

**GO TO JAVA**

Next Sailings from Hongkong, Batavia.  
S.S. "TILARANG" 20th May  
S.S. "TUSAROE" 3rd June

**SOCIAL WAGES.****"FAMILY ALLOWANCES"  
ON THE CONTINENT.**

The suggestion of the Coal Commission that "a minimum wage based in any way upon a reasoned estimate of requirements for any given standard of human comfort involves, and should be accompanied by, a system of family allowances," is something of a new departure so far as this country is concerned, all previous discussions about a minimum wage having been based on the assumption that each wage had to maintain a hypothetical standard family of a married man with three dependent children. On the Continent, however, systems of "family allowances" or "social wages" are widely spread, especially in the mining and metal industries.

In France there are two and a half million industrial wage-earners included in the various schemes, comprising most of the mining and engineering workers, together with the textile workers of Normandy and of the Roubaix-Tourcoing area. The organisation is by "caisses" pools. All the employers in particular areas engaged in the same industry subscribe to a pool in proportion to the number of their employees; the funds obtained in this way are distributed among the work-people with dependent children in the form of an allowance of a small sum every month for each child. The scale of the allowances is usually very small, not more than 25 or 30 francs a month a child, and the total thus distributed is said to amount to only some 2 per cent. on the wages bill. In Belgium and Germany the payment of "social wages" according to the size of the worker's family is found throughout the mining industry as well as in most branches of the metal trades. The system is said to work well on the whole, though the allowances are not large.

The chief objection to family allowances is that they introduce into the payment of wages considerations other than the value of the work done, and this inevitably leads to discontent when a good workman finds himself working side by side with a bad workman and drawing less wages. The only way to overcome this difficulty would be to make the allowance in respect of children payable direct to the mother, and so divorce it absolutely from the father's wages. This could be undertaken by a national scheme for the endowment of motherhood, but is quite impossible if the organisation is by industries, on account of the friction which would arise from men not being allowed to handle personally money regarded by them as part of their wages.

The mining industry certainly offers the most favourable field for an experiment in the direction of family allowances. Miners' families are notoriously large, and there is therefore a great contrast between the poverty of the man with a large family of dependent children and the opulence of his neighbour whose children are working but are still at home. The exceptionally good organisation of both capital and labour in the mining industry would also smooth the way for the introduction of a scheme, if both were willing to support it.

From the practical point of view, however, there is a great difficulty from the outset. All systems in operation on the Continent came into existence at a time of monetary inflation and were introduced in the form of advances granted to men with families only; single men were not asked to submit to any reduction in the money value of their wages. In the British coal industry at the present time advances given to men with families would have to be counterbalanced by reductions in the wages of single men, who would join the opposition at once. The claim of the Commission that the effect of such reductions would in reality be negligible, as there is a good deal of voluntary absenteeism among the younger men which would be diminished by a reduction in wages, does not settle the difficulty, since the staid type of man who now works a full week, and whose support is needed, would be hardest hit. The assumption that a reduction in wages would also reduce absenteeism is itself open to doubt, as no evidence is brought of a correlation between high wages and a high rate of absenteeism; indeed, the fact rather points in the reverse direction. If the mining industry is to introduce a system of family allowances, it must wait for a time either when a period of inflation reduces the real value of wages while leaving their money value the same or when greater prosperity makes advances possible; in either set of circumstances advances could be granted to married men while leaving the money value of the wages of single men the same.

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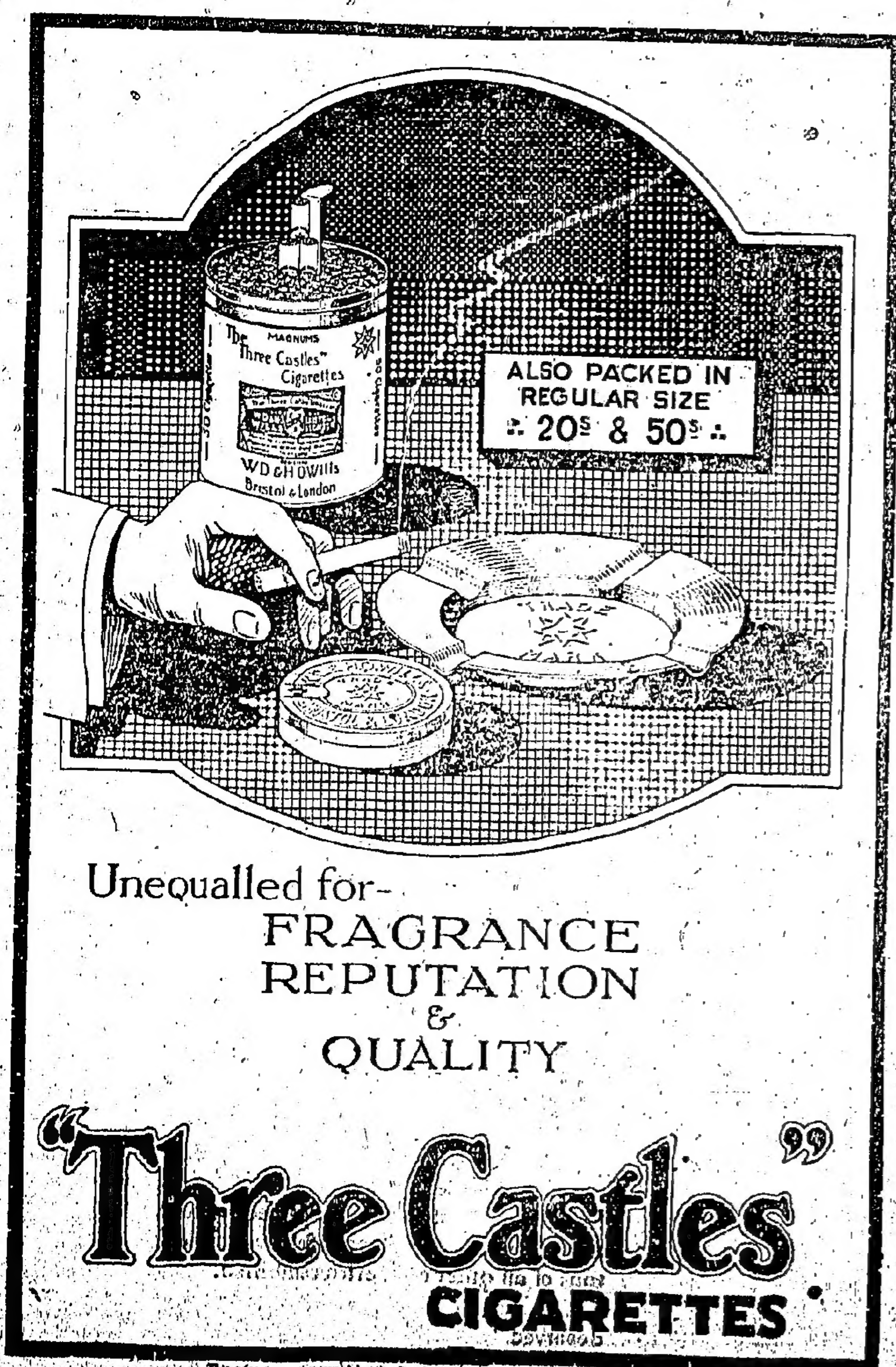
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Furthermore, every job is carried  
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**C. E. Warren & Co., Ltd.**

CHINA BUILDING

(Opposite Queen's Theatre)

Telephone C.269.

Over £100,000,000 of the British capital is invested in Chile, and until lately it was mainly employed in the nitrate and general mining industries, as well as railways, tramways, and similar undertakings. But recently manufacturing has been greatly increased in this country, and there are now nearly 6,500 manufacturing establishments, the total amount of capital invested in these concerns being £80,000,000, of which, it is estimated, not far

short of £15,000,000 is British. Such British money is invested in the leather industries, with an annual output of the value of £6,000,000, and the textile and clothing trades, the output of which is worth about £4,500,000 a year. The manufacture of cotton goods, which made considerable progress last year, is mainly controlled by Englishmen. It is recognised that in manufacturing Chile is the most promising field in Latin America for the investment of capital.



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**DINNER \$4.00 per head**

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A Staff of Skilled Men under Experienced Supervision.

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THE RAPID CURE FOR

"COLD IN THE HEAD" INFLUENZA, CATARRH.  
An occasional dose "Nips in the bud" the incipient Cold.

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OVER TWENTY YEARS EXPERIENCE in the Electro-  
deposition of Metals in Hongkong places us in a position to  
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Artistic finishes in Bronze, Antique Copper, and  
Oxidized Silver.

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Hongkong.

### SCOTTISH MANSIONS.

#### TAYMOUTH CASTLE IN LIQUIDATION.

Edinburgh, March 24.—What is to be the fate of our great mansions and castles in the near future? asks a correspondent. All over the country stately houses are "closed," and not a few are becoming derelict. The former occupants cannot afford to live in them, the "new rich" are not numerous enough to rent what they sometimes chose to call "the buildings." One of the tragedies of recent years is the one-time famous Taymouth Castle at Kenmore, Perthshire. In 1922, the historic seat of the Breadalbane family was formed into a limited company, the Taymouth Castle Hotel, Limited, and in the following year it was opened as the Taymouth Castle Hotel. Its life as a commercial undertaking has been a short one. An official announcement has just been issued calling a meeting of the shareholders of the company at which a motion will be submitted to the effect that "the company cannot, by reason of its liabilities, continue its business, and that it is advisable to wind up the same, and accordingly that Company be wound up voluntarily." Taymouth Castle, which is one of the finest buildings in Scotland, imposing in architecture and with internal fittings of exquisite workmanship, was formerly the seat of the late Marquis of Breadalbane, who sold it for £25,000 to the company. Along with the building the company acquired 500 acres of policy grounds and the valuable salmon fishing rights on Loch Tay and the River Tay. The fishings include a stretch of water in Loch Tay fully seven miles in circumference, and also 2½ miles of the River Tay within the Castle policies. The famous Drummond Hill, overlooking the Castle, extending to over 2,500 acres, and providing good grouse shooting and deer-stalking was also rented. The great building was thoroughly reconditioned before being opened as a hotel, its ancient beauties being preserved, while its equipment was modernised and brought up-to-date. A central-heating scheme was installed and electric light and power provided, while the gardens were replanned, and a golf course laid out.

### BRITISH SHIPPING PROPAGANDA.

#### VALUE OF ADVERTISING.

While there is no doubt some truth in the complaint made by Sir Basil Clarke, late director of publicity at the Ministry of Health, that British traders continue to pay too little attention to propaganda as a means of extending business, his implied charge against shipowners engaged in the passenger carrying trade that they insufficiently appreciate the value of advertising is surely not a fair one.

He was speaking at the Royal Society of Arts on publicity in relation to the problems of Empire settlement and trade, and declared that the present low status of emigration in Great Britain was entirely due to faulty propaganda. Those who might be disposed to seek a new life overseas were, according to Sir Basil, convinced that vessels carrying emigrants were only one step removed from cattle ships. Should such an impression be widespread, which we do not believe for a moment to be the case, it is certainly not for want of any pains taken by the shipping companies to show the prospective settler under what extremely comfortable conditions the ocean portion of his journey may be performed.

As a matter of fact, the third-class accommodation in British liners is remarkable for its comfort and the provision of all amenities calculated to make an ocean voyage a pleasurable experience. The decline in emigration since the war is due to factors of quite another nature, and not the least potent is the foolish policy which renders it possible for persons to live in comparative ease without working. When the Government can screw up its courage to abolish the glaring abuses of the dole, which is rapidly producing a parasitic class in this country, the tide of emigration should rapidly increase.—*Syrch.*

### HOUSES IN 9 DAYS.

#### TENANTS MOVE IN AFTER FORTNIGHT'S WORK.

Middlesbrough.—Two brick houses, equipped with bathrooms, hot and cold water, and electric light, have been built by the Easton Urban District Council on the Grangetown garden village estate, near Middlesbrough, in nine and a half working days.

The council employed their own workmen, the estimated cost of each house being £285. The rent is 8s. per week.

Each house contains a big living-room, with kitchen, bathroom, and larder on the ground floor, and two bedrooms, and there are gardens back and front. The tenants moved in after the foundations were dug.

#### DIRECT LABOUR SCHEME.

Last week-end there were no only houses but homes where a fortnight before had been virgin soil.

Mr. C. W. Cockersoll, engineer and surveyor to the Easton U. D. C., told me that they were building all their houses by direct labour—a scheme that they started in 1919. They employed 129 skilled craftsmen and 34 apprentices, all at the trade union rate of wages.

"We have our own workshops," he added, "and we make everything possible on the job, even concrete kerbs and fencing posts. We had trouble in getting plasterers, so we did away with plastering. We now line the walls with sheets of asbestos, which makes an excellent substitute, and we buy all our materials in the open market."

### ARMING BY POST.

#### CIRCULAR TO GERMAN NATIONALISTS.

Berlin.—Recent reassuring statements in the Reichstag by the German Minister of Defence with regard to the "innocent" nature of the numerous Nationalist Associations have always been taken with a grain of salt by the Socialists.

"Vorwaerts" publishes a remarkable document which has fallen into its hands, which goes to show that these Associations are by no means as lamb-like as the Ministry of Defence would fain represent.

The document is marked "Confidential," and along with a letter contains a catalogue of arms of all descriptions. It comes from a military purveyor named Paul Arndt of Sulzbach, in the Upper Palatinate.

#### RIFLES AND BOMBS.

Under the seal of secrecy, Herr Arndt offers to supply all and sundry of his Nationalist clients with—

Tunics of Reichswehr pattern, Military cloaks, Knapsacks, infantry spades, Practice hand-grenades, Brand-new bayonets, Light signalling pistols, with ammunition.

7.65 millimetre Mann pistols, Belts with "Gott Mit Uns" inscribed on the buckles, Rifles,

Stinkbombs, and Steel helmets, and a selection of other choice pacifist appliances.

In the letter accompanying the catalogue Herr Arndt thanks the Nationalists for past patronage, and mentions that he has already no fewer than 3,000 local branch associations on his books.

He concludes the letter with

### BEST SPRING TONIC.

#### SIX GLASSES OF WATER A DAY.

Health hints for spring time were given by Mr. Clement Jeffery, lecturing at the Mortimer Hall.

The breakfast should become much lighter in spring and summer. This reduction in food assists in cleansing the blood.

Fresh salad vegetables are particularly good for brain workers.

In fresh, juicy fruits and salad vegetables Nature provides the best material for the internal spring-cleaning of the human body.

Raisins are a good cure for anemic people, as they contain iron in a form which the system can easily assimilate.

A man described as being of blood and iron has literally a liberal proportion of this mineral in his circulation. That is why he is so vigorous and ruthless of will.

Plain water is the best drink. At least five to six tumblersful per day are necessary. Many people become shrivelled up like dried fruit because they have lost the natural habit of water drinking, which is as essential for cleanliness as the daily bath.

An admonition to "take this catalogue with you to the next meeting of your branch. Give your support to the firm that has to often shown its loyalty to the cause, and has been punished not less than five times with imprisonment for dealing in patriotic articles under the Republican reign of terror."

"Vorwaerts" ironically asks what steps the German Home Office intends to take in the matter.

### LOSSES BY FLOODS.

#### CRACK CYCLIST IN THE BANKRUPTCY COURT.

Frederick Passant (31), the holder of several Shropshire cycling championships, appeared for public examination at the Shrewsbury Bankruptcy Court. His statement of affairs showed an estimated deficiency of £259 on liabilities of £309. Debtor attributed his failure almost entirely to losses by flood.

He said he began business as a perambulator manufacturer and cycle agent at Shrewsbury in 1921, and in February, 1923, he moved to Frankwell, a low-lying part of the town. He had only just got into his new premises when the Severn rose, and his premises were flooded, the whole of his stock being damaged. He had sufficient money to obtain new stock, and the business was conducted satisfactorily until January, 1925, when the highest flood of recent years took place, and he suffered a heavy loss. He pawned all the prizes he had won in cycle races in order to restock, but there was another flood in December, 1925.

A punt used by the Corporation to convey foot passengers went through his shop window, and he then decided that it was time to move to other premises. The auction sale of his damaged stock produced £100 less than he had anticipated, and pressure by creditors compelled him to file his petition. Altogether he estimated that he had lost £250 by floods. The examination was closed.

Last surviving son of the famous English novelist, Anthony Trollope, Mr. Henry Merrivale Trollope, 80, of Minchinhampton, is dead.

# Chesterfield

## CIGARETTES



**A perfect blend  
of three fine tobaccos**

OF course the exact tobacco ratios of the Chesterfield blend are a cherished secret.

But any tobacco man can tell you that if you blend Virginia, Turkish, and Kentucky Burley in anywhere near the right proportions, you can secure mildness without flatness, richness without over-richness, and "body" without harshness. How exactly this has been calculated in the Chesterfield blend may be judged from the fact that last year in the United States, the sales increase of Chesterfield was twice that of all other cigarettes combined.

Obviously, "such popularity must be deserved."

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IN ALL LARGE  
CITIES IN CHINA**

LEIGHTY & MYERS Tobacco Co.



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Crookes Glasses.  
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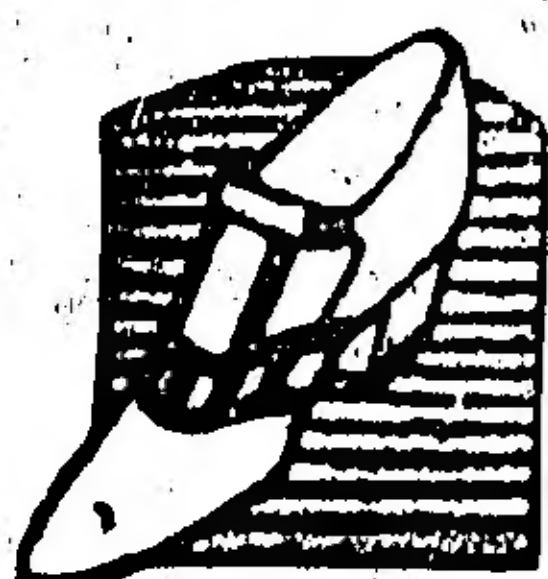
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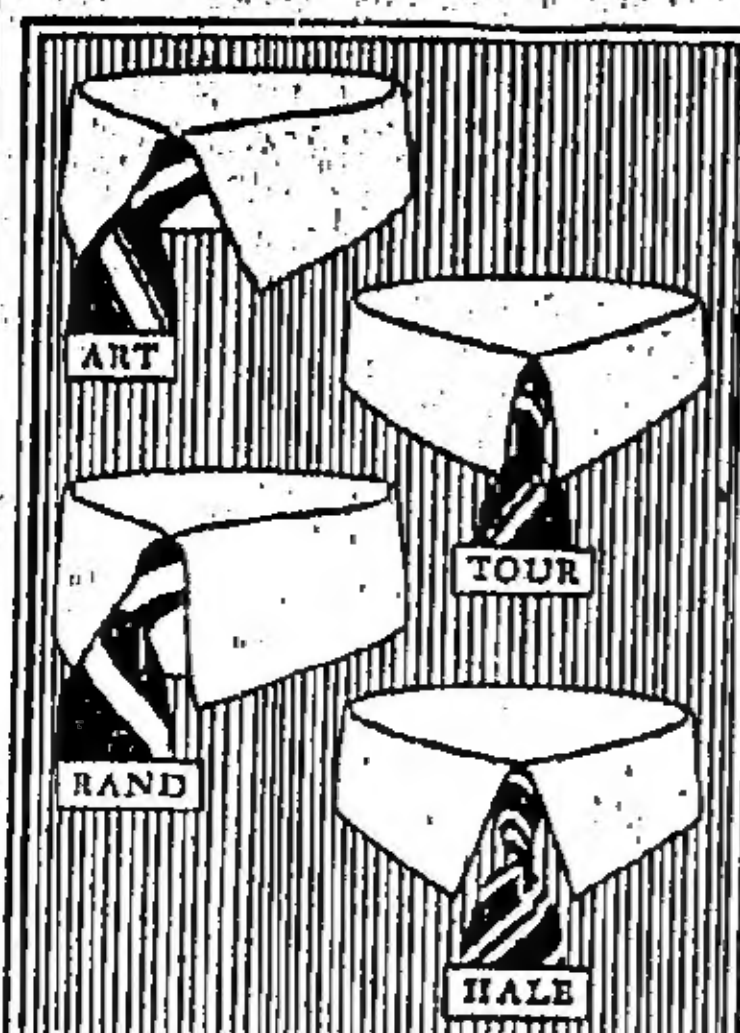
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COLLARS

Made of a durable  
fabric that will not  
shrink or wilt, and  
that can be laun-  
dered easily at home  
These are made in  
quarter sizes to insure  
perfect fit

SOLD at the BEST SHOPS

ARE YOU GLAD TO HEAR  
THE DINNER BELL?

If not, try Pinkettes, the dainty  
little regulators which gently  
stimulate the liver, accelerate in-  
testinal activity and increase the  
appetite by aiding digestion.

PINKETTES

Taken when needed, Pinkettes  
banish constipation, bilious at-  
tacks, sick headaches, liverish-  
ness, clear the skin and purify  
the breath. They also quickly  
relieve Piles.

Your chemists sell Pinkettes,  
or post free, 50 cents, the vial,  
from Dr. Williams' Medicine Co.,  
60, Klange Road, Shanghai.

PINKETTES KEEP YOU WELL.

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Massage Hall  
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CIRCULATION  
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Rates and Full  
Particulars on  
Application.

MUSEUM FOR  
KOREANS.GIFT OF IMPERIAL  
FAMILY.

A scientific museum to serve  
the people of Korea in a most  
practical way by demonstrating  
and explaining to them modern  
machinery and utensils is to be  
established in Seoul with a gift of  
Y.170,000 from the Imperial  
Family of Japan.

The Government, Gov. of  
Korea is to remove to its new  
home in the Kyonpuk Palace  
grounds this spring. The build-  
ing which it now occupies, a large  
wooden structure, is to be given  
over to the museum. One half of  
the building will be torn down and  
the ground it occupies added to  
the gardens of the Chosen  
Shrine, while the remaining half  
will be made into the museum.

GIFT IS FOUNDATION.

The Imperial gift of Y.170,000  
was to promote social welfare and  
educational work in Korea. It  
has been decided to use it as a  
foundation for the museum.

"The Education Bureau is bent,"  
says the Seoul "Press," upon  
making the proposed museum an  
historical or archaeological one.

"It aspires to give a stimulus  
to improvement in the every-day  
life of the peninsula by inculcat-  
ing practical science in the people  
by means of the new museum,  
and is actually preparing for the  
collection of up-to-date machinery  
and utensils to be installed in it.

WILL APPOINT EXPERTS.

"According to the present plan,  
a number of experts will be ap-  
pointed to the museum, and will  
always be found on hand to ex-  
plain to visitors how the machi-  
nery or utensils can be employed  
to best advantage.

"Lectures will also be given  
occasionally in a hall reserved for  
that purpose, and every conceiv-  
able means will be taken to diffuse  
scientific knowledge of general  
utility."

WIRELESS DISTRESS  
CALLS.

NEW TURKISH RULES.

The following translation of a  
circular issued by the Captain of  
the Port of Constantinople with  
regard to wireless distress calls in  
Turkish waters has been received  
by the British Chamber of Ship-  
ping:

"Wireless telegrams sent out  
by vessels in distress belonging to  
national or foreign shipping com-  
panies, and telegrams asking for  
help by international signals will  
be exchanged free of charge  
through the medium of the 'Central'.

"As soon, however, as a vessel  
in danger has been beached or the  
safety of her crew is assured by  
the arrival at the scene of the  
casualty of salvage vessels, 'Central'  
will no longer undertake the  
dispatch or the reception of tele-  
grams which salvage companies  
may wish to exchange with their  
agents on salvage questions of a  
commercial nature.

"Telegrams sent out asking for  
help shall be in Turkish in the  
case of Turkish vessels and in  
French in the case of foreign  
vessels."

"With regard to the last para-  
graph of the circular, it is explained  
that the 'Central' (or 'Ok Me-  
dan') will pass on, and receive  
for transmission, messages in  
French and Turkish, but that the  
actual message, when taken in  
from a ship in distress, will be in  
international code independent of  
language.

THE PHILOSOPHER OF  
PICCADILLY.QUAINT CHARACTER  
DEAD.

Thousands of visitors to Lon-  
don will learn with regret of the  
death, at the age of 80, of Mr.  
W. A. Macdonald, the patriarch  
with long white hair and beard  
who for years stood nightly out-  
side the Pavilion, Piccadilly,  
selling pamphlets.

By birth a Scots-Canadian, he  
was author, scholar, film actor,  
inventor, professor and teacher  
of many subjects. He had been  
a student in the Universities of  
Canada, France, and Germany,  
an artist's model, and a tramp.  
He was perfectly happy in his  
little room in Lisle-street,  
Leicester-square, writing and  
studying during the day, while  
on fine evenings he was to be found  
at his Piccadilly "pitch."

Dietetics was a subject of  
which he had made a lifelong  
study. Schools of diet and  
hygiene in America, France,  
Germany, and Russia had come  
under his survey. All our ideas  
on foodstuffs, he said, were  
wrong. Cooking was "an abomi-  
nation." He practised what he  
preached, and at one period lived  
for eight years solely on fruits,  
nuts and salads. As a result he  
gained two stone in weight, and  
found himself much improved  
physically and mentally. Ac-  
cording to his theory five shillings  
a week was enough for an adult  
to live on.

"THE SWAN SONG."

HUNGARIAN PLAY ABOUT  
SHAKESPEARE.

Budapest, March 9.—The an-  
nual cycle of Shakespeare's  
plays at the National Theatre  
for which every seat is invari-  
ably booked before the first per-  
formance opened this year with  
a new one-act play about Shake-  
speare. The piece, which is called  
"The Swan Song," deals with  
the last hours of Shakespeare's  
life, and shows him as a town  
councillor pre-occupied with the  
petty affairs of Stratford and the  
gossip of a foolish Puritan wife.  
The atmosphere of Puritanism  
which has begun to creep over  
England stifles him, and he seeks  
in vain among the bucolic Strat-  
forders for the roystering  
characters he loves—red-nosed  
innkeepers, vagabonds, and  
pimps.

Shakespeare is awaiting the  
arrival of friends from London,  
when a troupe of strolling  
players is chased into his court-  
yard by irate country people.  
He begins to talk to them, and a  
young player declaims a speech  
from the "Midsummer Night's  
Dream," ignorant even of the  
play which is its source. "Where  
did you hear that?" cries Shake-  
speare. In a flash he remembers  
his youth and the triumphant  
feverish days in the London  
theatres, and for the last time  
the past flames up and takes  
possession of the man. He opens  
a trunk full of theatrical  
costumes and, half in delirium,  
sees again the kings, jesters,  
heroes and lovers of his fancy,  
and hears the rush of Ariel's  
wings and the pert jests of Puck.  
Then, wrapping himself in  
Hamlet's cloak, he says farewell  
to the players and to the world.  
As he is dying his wife brings  
him the Bible, but he dictates  
the Epilogue of "The Tempest"  
and dies in the arms of his  
friends.

On the whole, the piece is  
dramatic, of much lyrical beauty,  
and in no way incongruous as a  
prologue to Shakespeare's plays.

COUNTESS CATHCART  
GOES HOME.FAILURE OF PLAY  
COMPELS HER TO RETURN.

New York.—The Countess  
Cathcart sailed for England  
in the Berengaria, "broke," to this  
point, as she admitted, of having  
to borrow her passage money.

She had ample funds, she  
says, when she arrived here early  
in February and was detained on  
Ellis Island on a charge of "moral  
turpitude," but she paid more than  
\$4,000 to Earl Carroll, who  
produced her play "Ashes of  
Love" in Washington, for the  
right to present it herself in New  
York, where, as in the national  
capital, it was a flat failure. This  
depleted her resources.

She ascribed the failure of the  
play to undesirable publicity  
engineered for it by Carroll.

EGG EATING  
CHAMPION.FORTY-EIGHT IN TEN  
MINUTES.

Another world record has been  
performed in Shanghai and an-  
nexed by a Shanghai man, says  
the Shanghai Times.

By a remarkable effort he car-  
ried off the world's soft boiled egg  
eating championship on Sunday  
night by eating no less than 48  
soft boiled eggs in ten minutes,  
it is claimed—and he still lives.

The identity of this gastro-  
nomic giant has not been dis-  
closed, but it is reported that his  
performance arose out of a bet at  
a club. Eggs became the topic  
of conversation, a claim was  
made, a bet of \$100 was placed  
and the contest was held without  
any preliminary training.

The party adjourned to a local  
cafe where four dozen soft boiled

eggs were ordered—two plates of  
two dozen each. The Shanghai  
Epicurus got to work and inside  
a remarkable short time he con-  
sumed the eggs, broaking them  
in a glass six at a time and after  
seasoning them with salt and  
butter, he ate the whole 48 and  
won his bet.

If there is anything in the me-  
dical claim that one egg equals in  
nourishment half a pound of  
rump steak, this doughty egg  
champion ought to be looking for  
a nice skyscraper to push down as  
part of his daily dozen.

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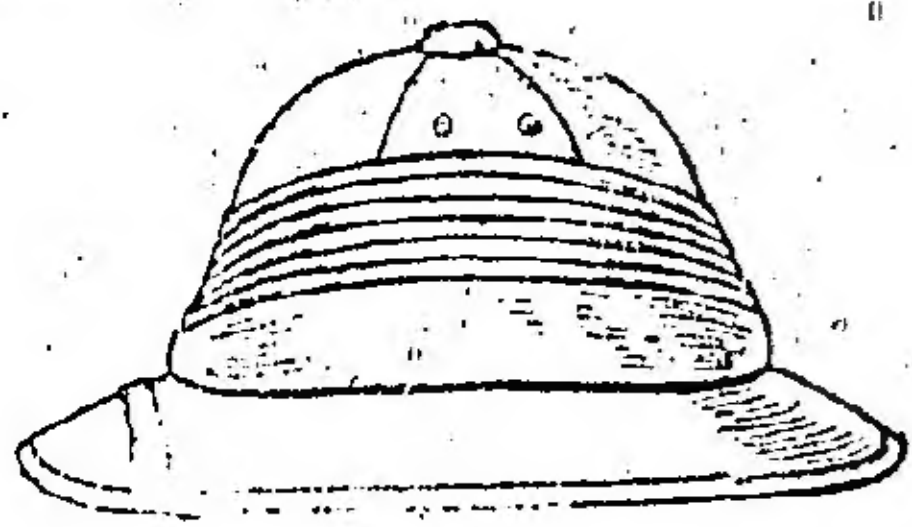
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### BIRTHS.

FOWLE.—On May 7th at the Peak Hospital to Mr. & Mrs. C. T. Fowle, a son.

### The Telegraph.

SATURDAY, MAY 8, 1926.

### SOVIET AND CHINA.

Reports have been fairly insistent of late from the North to the effect that Soviet leaders have come to realise that they have rather overdone their political propaganda in China. It is now being said that a new policy is to be followed, aiming more at the development of commercial and industrial intercourse than the furtherance of Communist ideas. Whether that is so or not, time will tell. What seems more likely is that the Moscow politicians will continue their propaganda in a less blatant manner, seeking to cloak it under activities which superficially might appear to be solely concerned with commercial expansion. Knowing that to the Bolsheviks, political interference in the affairs of other countries is as the breath of life, we cannot imagine that they will readily give up the attempt to Sovietise China.

It is true that, in the North particularly, the Soviet has come rather badly out of recent development. The defeat of the Kuomintang was an obvious set-back for the Russians, as it is common knowledge that Marshal Feng Yu-hsiang is an ally of the Soviet and that he freely received assistance in money and arms from the Russians. A Shanghai journal, commenting on the present situation, issues a warning against the assumption that Feng and his Soviet allies are out of the field. It suggests that they have a vast area in Mongolia in which to continue their preparation for an eventual swoop down on to Peking in an effort to wrest from China its government, whilst at the same time giving the world the impression that the Chinese themselves are conducting the quarrel. The view is further expressed that the Soviet has shown a lack of comprehension of the Oriental character, especially in attempting to "boast the whole show." Whilst it is conceded that the Chinese are not averse to employing Western ways and ideas, it is contended that they naturally resent the spreading abroad of the impression that they can do nothing without outside assistance. Hence the rising opposition amongst sober-minded Chinese against the ill-disguised efforts by Soviet

leaders to arrogate to themselves a right to control Chinese affairs.

It will be interesting to watch coming developments both in the North and the South so far as Russian policy is concerned. In Canton, the position at the moment is by no means clear. Much will depend on the outcome of the Kuomintang convention called for next Saturday, when the fight between the right and left wings of the party will come to a definite head. The return of a number of Russians within the last few days is an incident to which some significance must be given, but it is a little too early just yet to draw conclusions as to the precise effect of this development.

### Motor Funds.

Quite a number of what were formerly regarded as important and urgent matters have, owing to the larger problem of the general strike at Home, faded, at least for the moment, into the background. We have only had a brief and passing reference to the passing of many resolutions favouring the inclusion of certain important items in this year's Finance Bill, and among them is one approving of the transference of £7,000,000 from the credit of the Road Fund to the general funds of the national exchequer. We imagine that motorists have been too busy in assisting in every way possible during the strike to bother very much about the monies of the Road Fund, but we did expect an outcry on the part of users of big commercial vehicles at the suggested increase in their taxation. Of course, there is time yet, when the Finance Bill comes up for its later readings, to register objection, though we fancy that the big battalions of the Government will be obedient to the call of the Whip and make any possibility of a Government defeat on the issue an exceedingly remote one. But, for all that, the matter is a serious one for motorists and for motoring as a development of modern transport. The strike at Home just now is proving how extremely valuable to the community and to the Government, is widely-possessed motor traction power, and the upkeep of the roads to the highest possible pitch ought to be the administration's aim. The large sum taken from the Road Fund ought to have been spent, not hoarded, and we fancy that when times are more normal there will be many leaders of motoring who will tell the Government so.

### ATTESTING DOCUMENTS.

#### AN OFFICIAL NOTIFICATION.

The Government Gazette says that owing to difficulties which have arisen in connection with the attestation of signatures to documents executed in the Colonies, and required for use in England or elsewhere, it is notified—

1. That persons who may have occasion to send certificates, powers of attorney, judicial acts or other documents for legal use in the United Kingdom, should have these documents authenticated in the Colony, either by the Governor or by a Notary Public duly authorised and practising in the Colony. Except in special cases the authentication should be by a Notary Public.

2. In cases where the documents are intended to be used in foreign countries, the parties should have the documents authenticated in the Colony, either by the Governor or by a Notary Public. In the latter case, the certificate of the Notary Public should be authenticated by the Consular Representative of the Country in which it is intended to use the document, or, if there is no such Consular Representative in Hongkong, the notarial attestation should be authenticated by the Governor.

As a bus, belonging to the China Motor Bus Company, was being driven along Kowloon City Road, a Chinese woman attempted to pass in front. She was knocked down, and afterwards removed to the Kwong Wah Hospital where she was not detained.

A brindle bitch, owned by Mrs. A. Spradbery, 12 Peace Avenue, have been sent to Kennedy Town for observation, after having bitten a Chinese living at 331 Reclamation Street.

### DAY BY DAY.

WE ARE OUR OWN APPEST DRIVER.—Goethe.

Mr. G. G. N. Tinson has been appointed a member of the Medical Board.

To-morrow is the anniversary of the Proclamation of His Majesty, King George V.

His Excellency the Governor has kindly consented to become a Patron of the local branch of the Navy League.

Charles Hay Lai, merchant, a native of Hongkong, has been arrested on a warrant for obtaining goods by false pretences to the value of \$405.

The Hon. Mr. D. G. M. Bernard is to be a member of the Authorized Architects' Committee during the absence on leave of the Hon. Mr. P. H. Holyoak.

The forthcoming wedding is announced of Mr. William George Jarvis, of the China Maritime Customs, to Miss Malle Roche who is due to arrive from Dublin by the s.s. Rampura.

Sometime between midnight and 6 a.m. to-day, someone entered the bedroom of Mr. C. H. W. Kew, at No. 8, Castle Road, by means of an open window, and stole jewellery and money to the value of \$231.50.

It is notified that, at the expiration of three months, the Hongkong Camphor Estates Company, Limited, will, unless cause is shown to the contrary, be struck off the register and the company will be dissolved.

His Excellency the Governor has appointed Mr. F. C. Goodman, Assistant Supervisor in the Botanical and Forestry Department, to be Forest Officer, with effect from 1st May, 1926, vice Mr. J. L. King, resigned.

His Excellency the Governor has appointed Mr. Earnest Hills Williams to act as an Assistant to the Secretary for Chinese Affairs and as a Deputy Registrar of Marriages.

Sub-Inspector Edward John Ellis has been appointed an Examiner of Weights and Measures under the Weights and Measures Ordinance, and also an Inspector under the Gunpowder and Fireworks Ordinance.

Leung Lai-wai, accountant, at No. 105, Queen's Road Central, entrusted a shop coolie with \$4,000 to pay to the Wui Lung firm, Queen's Road Central. The coolie has not returned, neither has the money been paid to the shop.

It is notified that Major C. E. F. Wynnell, M.C., Royal Engineers, has been appointed to the Committee to consider the improvement of the fire fighting organisation of the Colony in place of Major J. F. Drake, resigned.

It is notified that satisfactory proof of the appointment of Monsieur Alphonse Marie Blot, as Procureur General in this Colony of the Society of the Missions Etrangères, has been placed in the hands of His Excellency the Governor.

The divorce proceedings brought in Singapore by Mr. Cecil P. La Porte, of the A. P. C., against his wife, whom he charged with adultery, have been closed, the court awarding a decree nisi and damages amounting to \$1,700 against the co-respondent, a Mr. F. Lowe.

Mr. Arthur Thomas Boller, of the office staff of Holt's wharf, residing at room No. 38, Kowloon Hotel, has been missing since Thursday afternoon. It appears he had been ill, and intended to commence work yesterday, but did not turn up at the office. He was formerly in the Royal Navy, and is described as being 5 feet 6 inches in height and of stout build.

The Moscow State Ballet gave another show at the Star Theatre last night, opening with a ballet entitled "The Slipshod." The second half of the programme was much more diverting, and in some of the individual items, in particular the characterisation of the courtesan Thais, were most distinctive. To-night the Russian Ballet will give glimpses into the ballet of Don Quixote with the excerpt "A Holiday in Seville."

## MIXED GRILL & A Merry Miscellany Ashley Sterne

I don't suppose I shall ever meet Mr. Justice Eve in close enough proximity to shake hands with him, (the dock being usually as far away from the bench as possible); but if I do, I should most certainly wish to wring his hand warmly for his recent pronouncement that income-tax dodgers ought to be hanged. I myself have long advocated this salutary measure: was, in fact, due last week to address a mass meeting in the Albert Hall on the matter. Unfortunately, I remembered on my way to the meeting that I had not yet paid Schedule D (First Instalment), which necessitated my contracting an immediate attack of clergyman's sore throat and sending a telegram to the organisers to that effect. The meeting was subsequently turned into a very successful fancy dress ball, so that's that. But what I really want to emphasise is that not only is the conscientious taxpayer paying the dodgers' liabilities to the State, but that if every person paid up his lawful dues, there wouldn't be any necessity to levy any income-tax at all!

According to a trade paper, I see that already this year 35 million foreign bricks have been imported into this country. By the end of the year I hope to be able to inform you that it has been decided to lay a few of them.

Considerable interest has been evoked in musical circles by the recent performance of a gentleman who, at a London concert, played a fantasia on fifteen different instruments. Not all the same time, mark you. But as a problem in musical dynamics I have been intrigued to discover how many instruments one man can play simultaneously. Given a somewhat large mouth he ought to be able to accommodate a couple of oboes. With his nose he could blow a Burmese nose-flute. With one foot he could play a pedal organ and with the other bang a drum. His two hands could respectively thrum a harp and a banjo, while he could work a concertina between his knees. Castanets could be fitted to his skull and manipulated by shaking the head. If he were gifted with moveable ears he could toll a bell and waggle a tambourine. A hammer attached to his chin would enable him to play the glockenspiel, while he could execute scale passages on the piano by sitting on the keyboard and glissading up and down. Any advance on thirteen?

From a recent book of travel I learn that the members of a savage tribe in Central Africa have to pay taxes to their chief according to their bodily weight. If Great Britain ever adopted



this method of assessment, I can see the "House Full" boards permanently exhibited outside the Turkish baths in Aberdeen.

It is a long time since I last announced in these columns the

### MODERN EXPLORERS.

#### CHANGE OF CUSTOMS IN A GENERATION.

There was a time when the explorer of unknown countries packed up his gun, notebook, map, compass, and a bottle of quinine and set forth on his perilous quest of adventure.

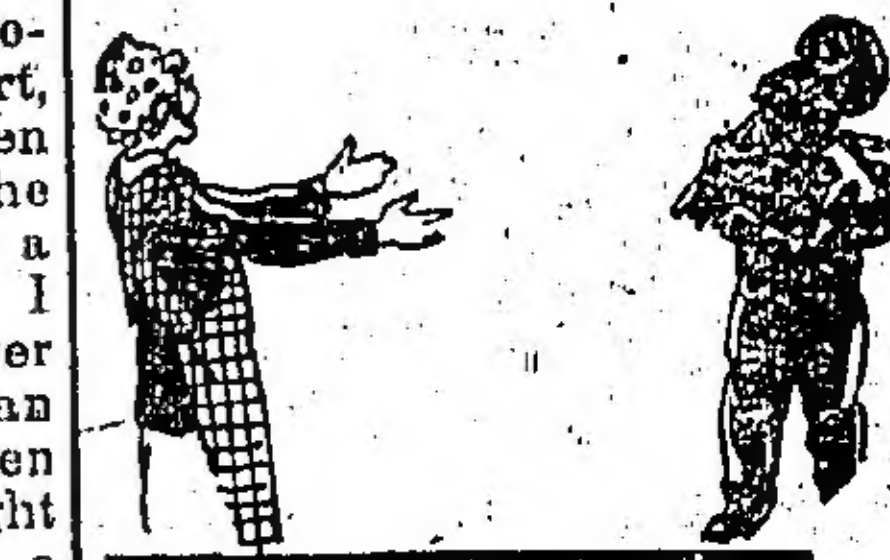
He departed quietly, and little or nothing was heard of him until his return. All this has changed now. There are still, thank Heaven! a few explorers among us to-day.

From a temporary lapse into offeminity, the macho of the country has been aroused by the clamour of a new Apostle of the Pioneer Spirit, and the modern

discovery of a new disease, and I dare say you have mentally been accusing the doctors of wasting their time in taking temperatures and listening-in to their patients' works. Happily, however, Dr. McAdam Eccles, of Bart's, has recently discovered "dustman's knee"—a complaint caused by the dustman leaning his knee on the top rung of his little ladder when he discharges the contents of a dustbin into his cart. In the account of it which I read, no suggestion as to preventive treatment was made. But this, I think, is merely a matter for commonsense. The top rung of every dustman's ladder should be removed. Then he can't kneel on it. If the ladder should thus prove too short for any individual dustman, the difficulty could be overcome by adding an additional rung to the bottom of the ladder.

#### THE HOUSEWIFE'S HARBINGER.

In the spring the housewife's fancy lightly turns to thoughts of soap. Bath bricks, holystone, French polish, turps, and other cleansing dops. Nought to her awaking nature, bursting bud, or fledgling's cheep! Spring to her spells carpet-beating, dust-sheets, and the chimney-sweep.



Blackbirds twittering in the hedgerow. Cut but little ice with her: Sweeter far the dulcet music Of the vacuum-cleaner's purr. Come the swallows, come the cuckoos, Comes each "many-splendoured thing!" But the dust beneath the sofa's Her true harbinger of spring!

The hot-cross bun trouble being satisfactorily disposed of, as I informed you last week, I am sure you will be pleased to hear that the latest cables from Easter Island are very reassuring as to the quality and quantity of the Easter egg supply, now well on its way here. For a month prior to shipment the hens very zealously put in a lot of overtime. No sooner was one egg completed than they began another. A new time-saving method of production has been successfully tried, the hens being fed on a diet of either marzipan or chocolate, and tin-foil. The result has been that their eggs have been produced in the desired material, all neatly wrapped in tin-foil, and ready for packing. Under the old system the hens just laid unwrapped eggs of whatever kind they liked, with the consequence—that in some years marzipan eggs predominated, in others chocolate. Now the supply can be regulated as desired. There is even one clever hen on the island which has acquired the knack of laying half-and-half eggs.

explorer now sets out to unfold the mysteries of the dark corners of the earth. But he does this in much better style than his predecessor. He is equipped with all the resources of modern science.

He is accompanied by a film camera expert, secretary, and typist, experts from a museum, and representative of the Press.

Those who, unfortunately, are unable to attend bombard him with presents, including 487 silk handkerchiefs, 512 pairs of socks (various), 201 pairs of kid gloves, 602 boxes of chocolates (assorted), 13 spirit flasks, 48 safety razors, 65 tooth-brushes, 4 pairs bed-room slippers, 1 bath-chair, 1 eight-day clock, 285 photos, (lady admirers), and other useful articles, too numerous to mention.

Meanwhile, the observant shades of Livingston, Stanley, Speke, Du Chaillu, and other old timers must be turning green with envy. Or are they smiling?

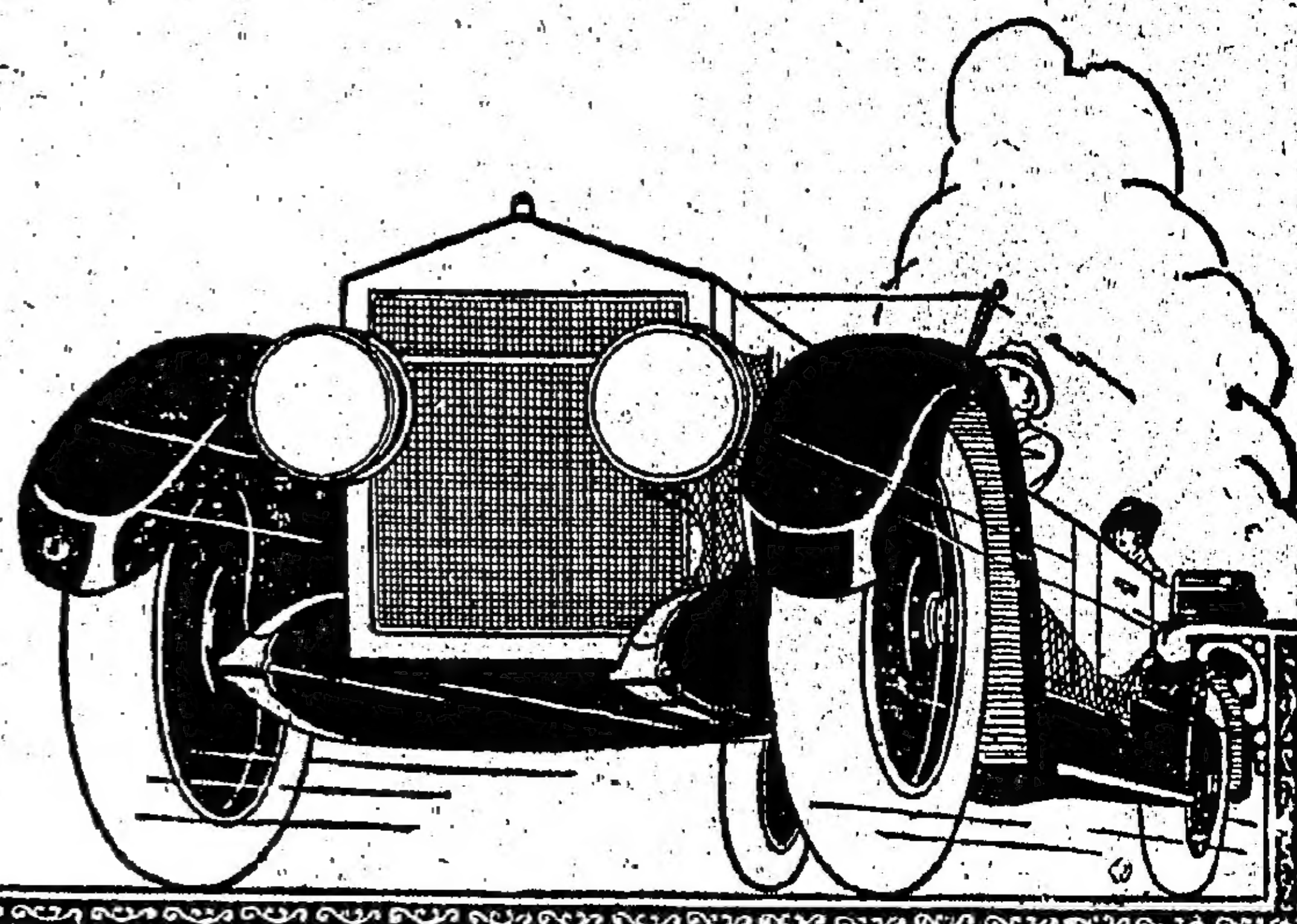
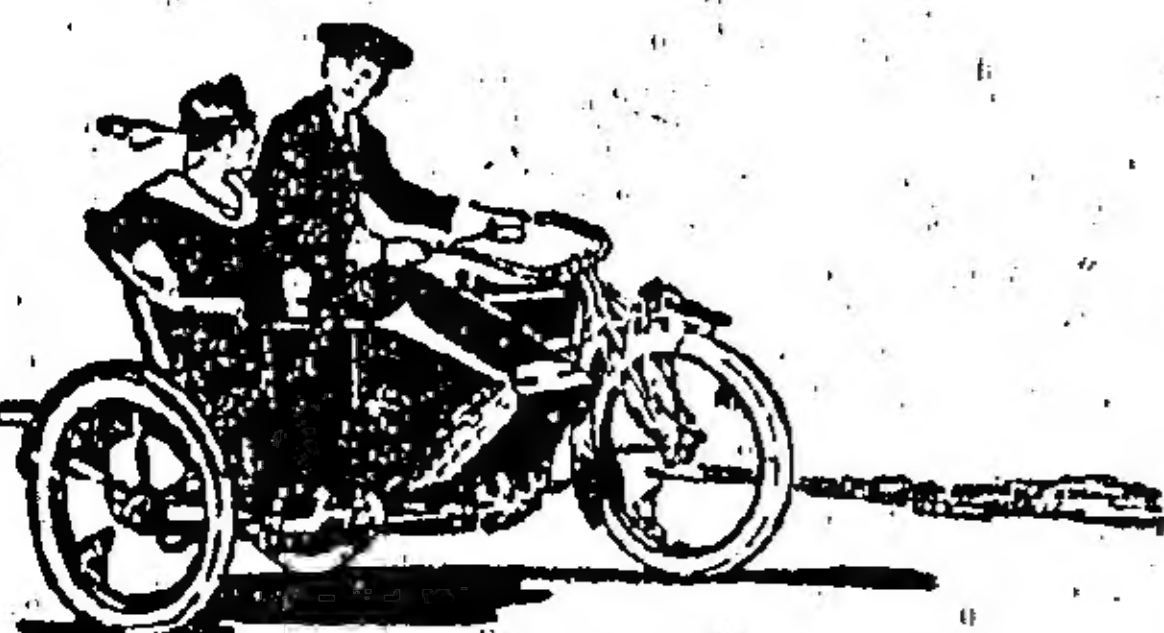


# MOTORING SUPPLEMENT

OF  
THE HONGKONG TELEGRAPH.

SAURDAY, 5th. May, 1926.

(Being the Official Organ of the Hongkong Automobile Association.)



## CURRENT COMMENT

### Summer Joy.

The glorious weather of the last few days has been responsible for the discarding of winter clothing in favour of the lighter apparel of summer. With the change comes the yearning to seek out the favorite places where picnics and bathing may be enjoyed. Marshes at Repulse Bay, Castle Peak and other delightful little beaches are again receiving the attention necessary after the winter neglect, and once again the joys of Hongkong's outdoor life have become a reality. The people who possess cars are the most fortunate, although they can no longer be said to be in the exclusive minority of the affluent, for, thanks to the rapid strides in the manufacture of motor vehicles, reliable machines can be secured at prices to suit almost any purse. Especially during Hongkong's summer is an automobile a necessity.

### New Members

Since publishing the last list, the following have joined the Hongkong Automobile Association:

Mrs. Edo.  
P. Sands.  
F. C. Barry.  
J. L. Litton.  
Lo In-nin.  
C. M. Manners.  
Wong Shau Kwong.  
Sverre Berg.  
Kenneth Chan.

### Still Increasing.

The number of motor cars and cycles licensed in the Colony is still on the increase. Car number 2073 and cycle number 806 have been seen on the streets. This, of course, does not mean that the total of the above figures gives the actual number of vehicles in use, because there are necessarily gaps in the records caused through cancellations owing to motorists leaving the Colony and for various other reasons.

### City Hall Traffic

The adoption of the white line system on the space in front of the City Hall will do away with the congestion which used to be so annoying at the conclusion of an entertainment or other function. St. George's concert was the first occasion when the innovation was noticed, and the resultant orderliness of motor, chair and ricksha traffic was a vast improvement on the old conditions.

### Driving Licences.

An interesting point cropped up during the week which may be of interest to some of our readers. The question was raised, "May a motor car driver ride a motor cycle without obtaining a separate licence?" The answer is in the affirmative, but needless to say, it should be quite definitely understood that this dual privilege does not exist in the case of the man who only holds a licence to drive a motor cycle.

### When on Leave.

Motorists who proceed on home leave, and who do not desire to take their car with them, should notify the Police regarding the storage of the vehicle whilst they are away. This will safeguard them in that the number will be noted, and should the car be seen on the streets during their absence, the driver will be required to produce his permission to use it. This will doubtless be valuable information to many motorists, and a point which should be remembered and acted upon.

### Another Hint.

We have recently heard motorists complain that when they are away for the greater part of a year, they are required to pay licence fees while their car was in storage. This complaint also arises from ignorance of the actual facts of the case. Should an owner be absent from the Colony for some considerable period, providing he has notified the Police at the time of leaving that his car will be in store until his return, there is every prospect of a readjustment being made of his next licensing period fee. Obviously such consideration cannot be shown to the man who does not give the requisite notice at the time of his departure.

### Wary Learning.

In the interest of public safety, certain areas are stipulated when application is made for a learner's licence. In Kowloon the particular district was, until recently, Gascoigne and Chatham Roads. This has now been changed to Prince Edward Road, which is a wide thoroughfare particularly suitable for driving tuition purposes. The Hongkong area remains the same, namely, around Happy Valley. After a week or so, the same tour naturally becomes somewhat monotonous, but few people appear to be aware that within a reasonable time from their "first-day out" the Traffic Department will give them permission to drive anywhere between the hours of 6 a.m. to 9 a.m., and 7 p.m. to 10 p.m. In every case it is necessary for a licensed driver to accompany them as instructor. The privilege does, of course, give the "fledgling" driver an opportunity of practicing gear-changing in the hill districts.

### More Lines.

The marking out of the parking stands in Pedder Street and Chater Road has effected a much needed improvement. Not only are more cars and cycles accommodated, but the oblique marking makes the approach and departure much easier. Cars are kept together, while cycles have their special place. In Chater Road, the grouping concerns motor cars and rickshaws, the former occupying the Eastern end and the latter the Western.

### Many Drivers.

Since the commencement of the present licensing year (June 1925) nearly three thousand persons have been granted licences for driving motor vehicles. This includes motor cycles.

### The Week's Testing

During the week, the following public motor vehicles were examined:

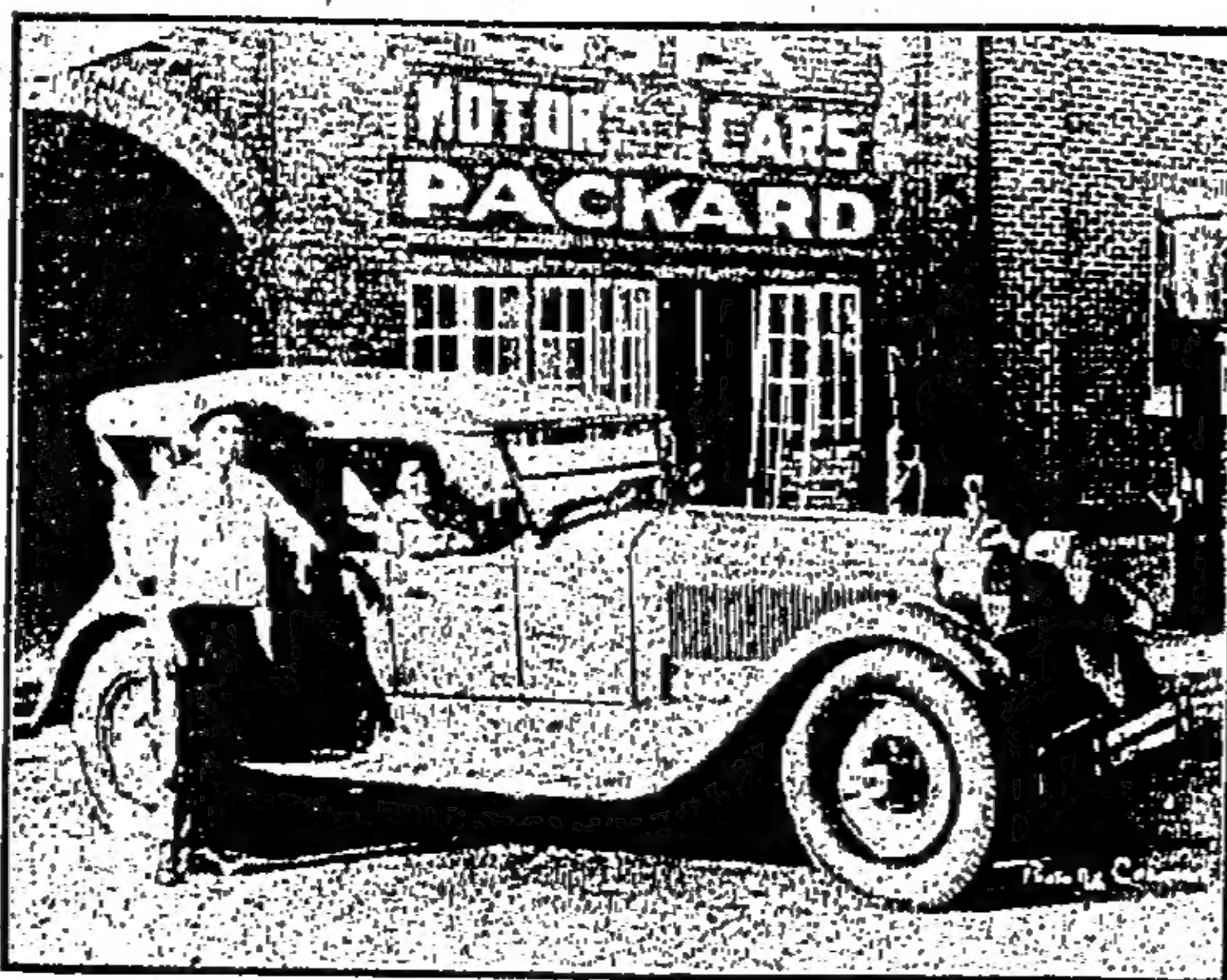
Hongkong ... .. 17  
Kowloon ... .. 12

Of the former, seven were found to be in order and the balance declared to be unfit. The number found to be unfit in Hongkong was no less than eleven out of the dozen tested. The condemned vehicles were ordered off the streets for the necessary repairs.

### Drivers Examined.

During the same period, eight applicants for private licences were examined, all qualifying with the exception of one. There were nine aspirants for licences

## OSAGE INDIANS PREFER MOTORING.



In early frontier days the prosperity of an Indian was evidenced by the character of his riding horses. The Indian was one of the greatest lovers and one of the best judges of a fine horse. Because the horse provided him also with his only unit of transportation he insisted upon having the animals which not only were fleet of foot but sturdy and which could carry him the greatest possible number of miles without tiring.

Today the Osage Indians, through the finding of oil on their lands in Oklahoma, are the most prosperous of any remaining

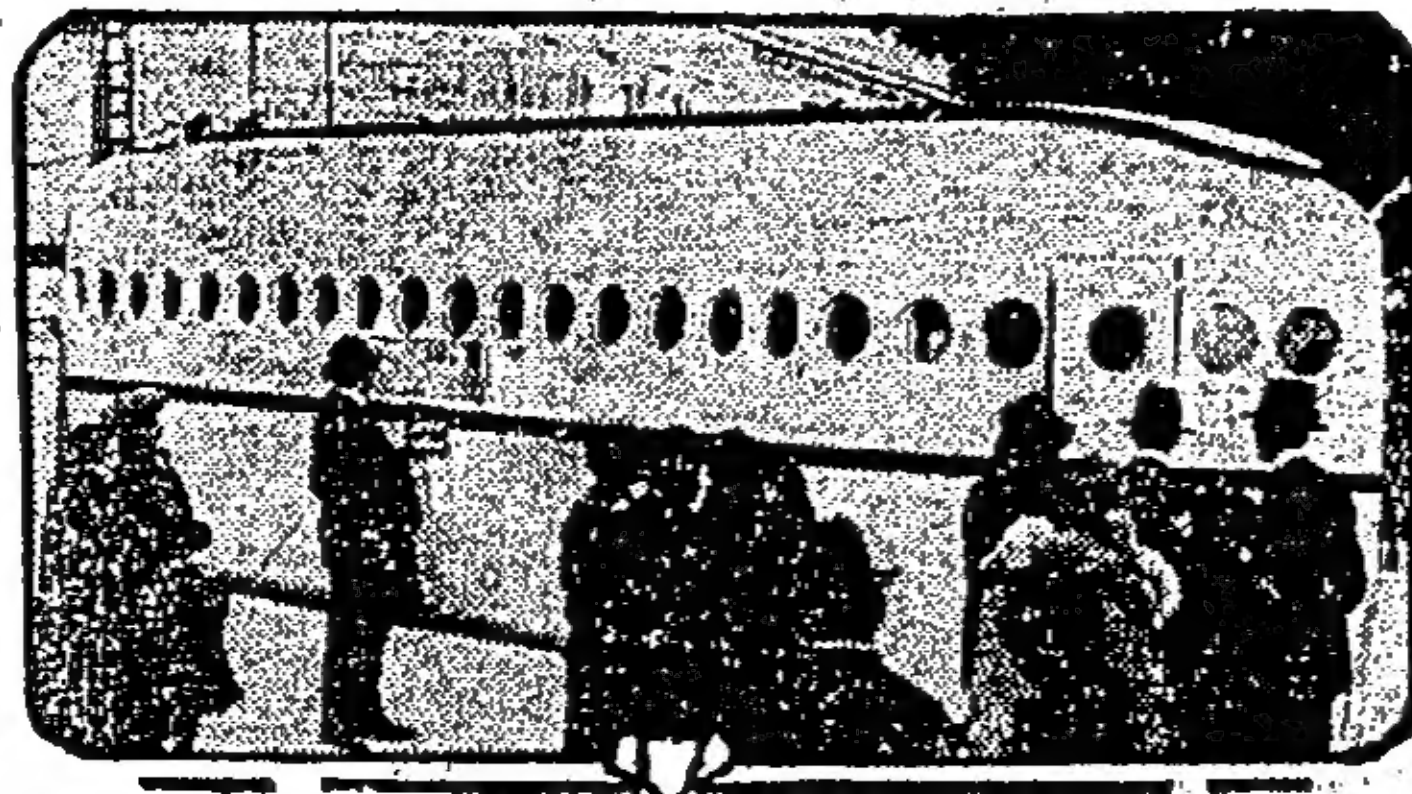
tribes. Modernity has seized them too and their former allegiance to the love for the horse has been transferred to the automobile. The prosperity of the modern Osage is evidenced by the character of his motor cars. The love for fine automobiles which perhaps comes from the love of fine and sturdy horses is believed by G. Y. Parish, Packard Distributor in Tulsa, Oklahoma, to be the reason why the Packard Eight is a favourite motor car among the wealthy Osages. Fully twenty-five per cent. of the Packard Eight sold in Oklahoma he says, go to Osage Indians.

## LEFT. NO ADDRESS.

BY CYRIL A. POTTS.

Percival Clarence Fitz-Plug in his socks died just from inhaling some carbon monoxide. Cuthbert MacCamshaft when starting his Rover left her in gear and was promptly run over. Murtaghroy Tappet was mad as a hatter. He lighted a match while inspecting his battery. People who do these ridiculous things Surely will never be trusted with wings.

## APARTMENT ON WHEELS.



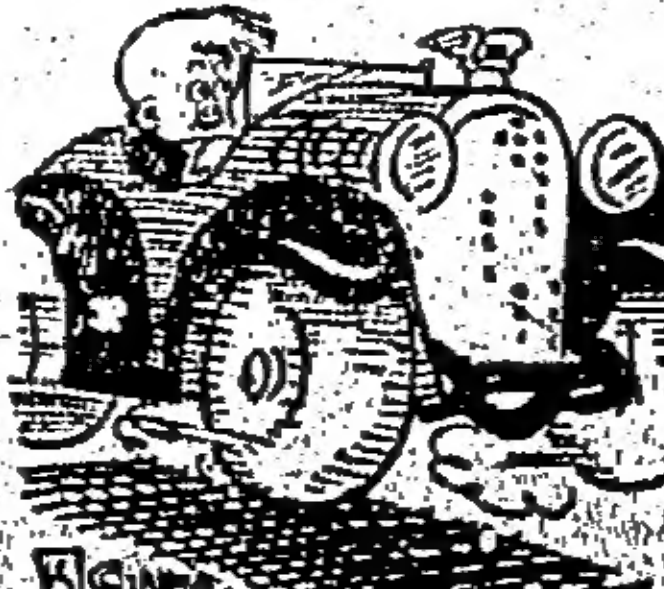
Mr. and Mrs. Charles Louvet easily solved the housing problem at Nice, France. Louvet built this automobile apartment, entirely through his own labor in a year. The ingenious car contains a dining-room, maid's room, bathroom, kitchen, lounge, bedroom and photographic darkroom. The rooms are all furnished with modern conveniences.

to drive public vehicles. Of those, no less than six failed to satisfy the examining officer.

### Returning Motorists.

When residents return to the Colony in possession of a driving licence issued at home, there is no need for them to undergo a further test of their ability here, the production of their licence being deemed sufficient reason to issue a licence in Hongkong.

ANY TIME A FLOCK OF MOTORISTS GET PINCHED IT'S A FINE DAY.



## LIGHTING PROBLEM.

### RED REAR LIGHTS.

F. T. Bidlake, holder of the 24-hour amateur tricycle record, made 33 years ago, has issued a letter advocating a compromise in the agitation between motorists and cyclists on the subject of the latter being compelled to carry red rear lights. Mr. Bidlake mentions that since he, with others, gave evidence six years ago, before the Departmental Committee, hostile to compulsion, there has been a very great increase in the general recognition of the truth that it is better to throw a light on a thing you wish to see than to place upon it a source of light. It is far better for a driver in his own interests to illuminate distinctively than to ask for the display of myriads of red lights which, if undistinguished, may have several meanings.

The chief objection to making a red lamp compulsory, he adds, is that it transfers the responsibility from the overtaker to the overtaken. The onus should be on the overtaker to frame his course and adjust his speed according to what he perceives in the light of his own providing. Mr. Bidlake urges that the time is ripe for a peaceful agreement between the motoring organisations and the cycling organisations by the withdrawal of the demand for a lighted lamp and the concession on the other side of a rear red reflector being carried. The mirror, he concludes, would be a friendly gesture, but the lamp would be a detestable incubus.

## PARKING AS TEST.

### FOR DRIVERS' ABILITY.

Recommendations are being made to include parking in the auto driving test required by the driver license law.

Parking in large cities is a difficult feat, and it requires an experienced driver to park his car in a small space or drive out from one without injuring the cars next to his own. Parking also requires a knowledge of traffic laws as well as the ability to conserve parking space.

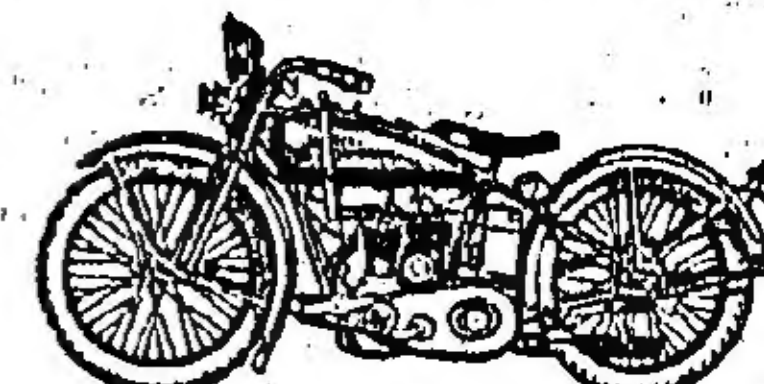
## YELLOW LIGHTS HIT.

Yellow lights have no place in our traffic signaling system because between 2 and 8 per cent. of our male population is colour-blind, in the accepted interpretation of the term, says Dr. Knight Dunlap, professor of experimental psychology at the Johns Hopkins University.

## STATES INCREASE MOTOR TAX.

Washington, March 10.—"Gold-digging" states which take advantage of the government tax cut to boost their own taxes on automobiles have received severe criticism from Thomas P. Henry, president of the American Automobile Association.

The worst feature of these state tax laws, says Henry, is that the money raised in this manner does not go for the 100 per cent. benefit of motorists. In fact, he points out, motorists are fortunate to get a small percentage of this fund for highway and automobile development.



70-80 SWIFT MILES PER GALLON.

We are pleased to announce that by the  
**S. S. "EMPRESS OF ASIA"**

We received two models of the famous  
**HARLEY-DAVIDSON SINGLE CYLINDER  
OVERHEAD MOTORS**

Model AAE—Equipped with a hand operated clutch, footrests and speedster type handlebars.  
Model AA—Equipped with a foot operated clutch, footboards and the touring type handlebars.

DROP IN AND ALLOW US TO DEMONSTRATE  
THESE WONDERFUL MACHINES.

Telephone K. 1242

Repairs on all makes of Motorcycles.

**THE GASCON MOTOR COMPANY.**

2, Kwong Wah Road, (Opposite the Steam Laundry), Kowloon.



**Mobiloil**

Make the chart your guide

**ENGINE, BE HAPPY!**

I've kept you travelling a weary, hot trail, until you felt like a sunburned shoulder. I've forced you for years—but now that's all over. I did not know how I was ill-treating you. Forget it. Be happy. I've discovered Gargyle Mobiloil.

Hills or deep mud, your future is just crammed with comfort. From now on cheap "just as good as Gargyle Mobiloil" lubricants are your worst enemy. For Gargyle Mobiloil will keep you cooler than a swimming pool.

As for me—I've bought the last gallon of those "just as good as" lubricants. No more unnecessary repair bills. I will load you up with Gargyle Mobiloil and ride behind you with happiness.

One gallon of Gargyle Mobiloil will last longer than a gallon of cheaper "just as good as" lubricating oil, and give you greater protection from wear. Make our Correct Lubrication Chart your Guide when selecting the grade of Gargyle Mobiloil most suitable for your engine.

**VACUUM OIL CO.**

### ONE CAR FOR SIX.

There is now one motor vehicle for each 5.8 persons in the United States. California has only 2.9 persons for each motor vehicle, while Iowa has 3.6, Nevada 3.7, Kansas 4 and Oregon 4. At the other end of the list is Alabama with 12 persons per vehicle, but this state ranks among the highest in the country.

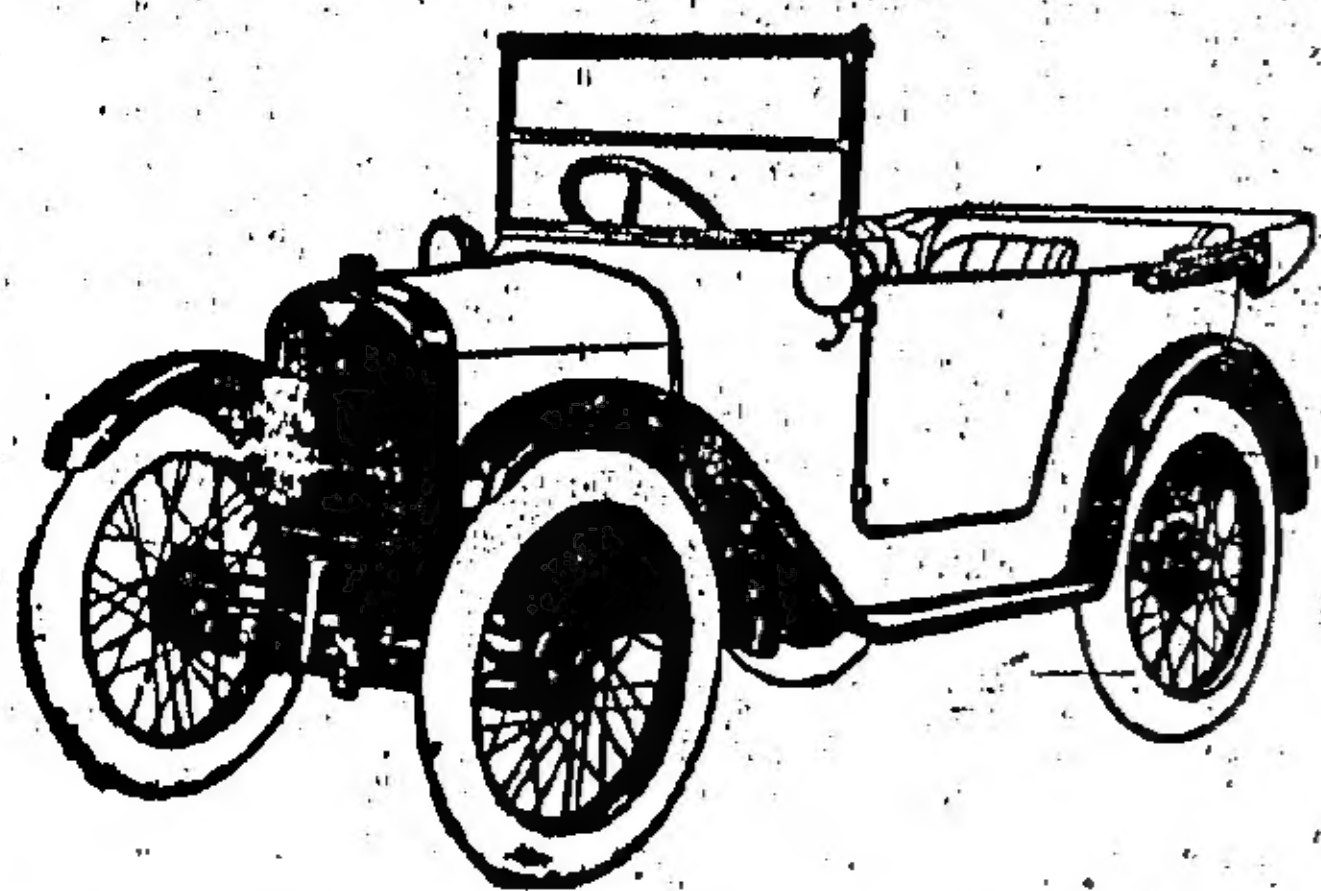
### NOTICE.

UNIVERSAL AUTO SUPPLY COMPANY.

OUR OFFICE and SHOW ROOM have been REMOVED to 61, DES VOUX ROAD, C.

CUSTOMERS





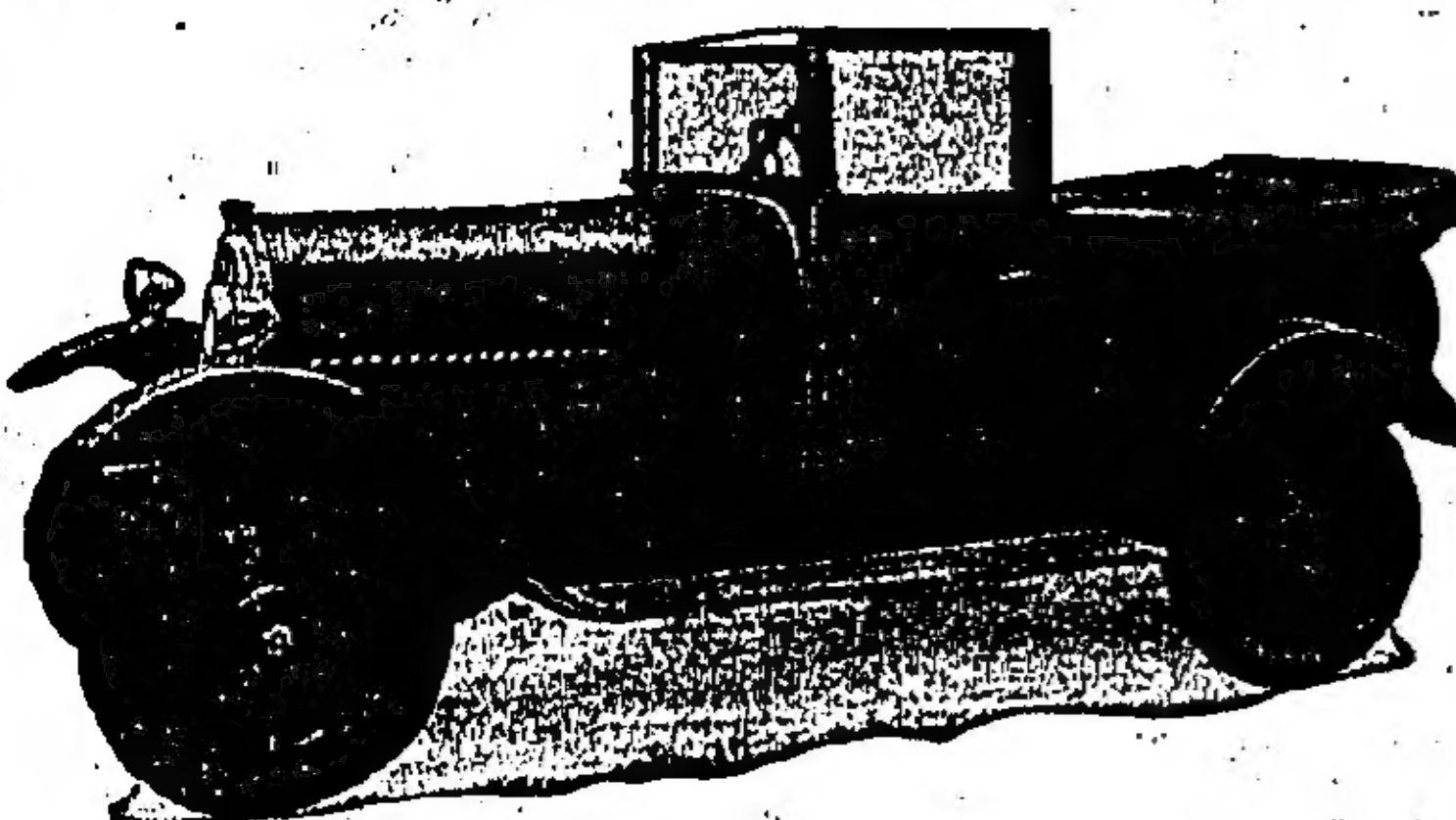
### THE ONE ONLY SMALL CAR.

AUSTIN SEVEN

Alex. Ross & Co. (China), Ltd.  
Bank of China Building and 1A, Chater Road.

## G. W. K.

THE EASIEST CAR TO DRIVE



Ideal for Hongkong  
10.8 H. P. (Four Seater)  
A Gear for Every Gradient  
\$1,650 Ready for the Road

Full Particulars from—

GILMAN & CO., LTD.

HONGKONG BANK BUILDING.

### THE LADY MOTORISTS OF PARIS



One of the weaknesses of the *sensu unique* is that, frequently there is nothing to indicate that it is in force, and nothing could be more amusing—for the spectators at any rate—than the sight of an elegant and rather impatient lady motorist, who, after infinite trouble, has worked a way to the mouth of a street only to find that her route is barred by an agent. A French lady can say quite a lot to a man in authority without trespassing on that dangerous zone known as "contempt of the law."

In France it is not sufficient to pay a fee to secure the right to drive a car. After the preliminary training there is a practical examination, which frequently begins on the Place de la Concorde, the once famous or infamous Place de la Revolution, where the guillotine stood. An examination of one's ability at the wheel is not an execution, although some of the candidates' feelings are far from being festive if the sounds from the poor, wrecked gears can be taken as an indication. On the day when I formed one of the well-crammed candidates, there was a motley crowd. Even at that unreasonable hour—of 9 a.m.—there were half a dozen ladies of fashion, who had left no detail of their toilette neglected, and who with their natty small cars, contrasted strangely with the small grocer and his unkempt Ford, the precise, nervous *notaire*, the untidy apprentice with his out-of-date motor-cycle, the village *cure* who had come to Paris to buy a car and learn to drive it, and who, while at the wheel, found that his robes were much more embarrassing than were those worn by the lady candidates.

After having shown an ability to handle the wheel correctly, to use the gear lever without un-

sary fumbling and to apply the brakes with precision and coolness, the candidate is generally asked a few mechanical questions of a profound or a tricky nature. A well-known actress faced with a query of this latter class, met it promptly with the reply, "Oh, that's the business of the chauffeur." Then there is the "Code de la Route," that ponderous volume of traffic laws, verses of which have been learnt by heart as in the old school days. After all these points have been met, one is entitled to a Government driving license bearing a none too flattering photograph partially obliterated by a rubber stamp. On the other hand, fate may be unkind, or one may happen to fall upon an examiner who does not approve of women owning their own cars; an uncommonly bad specimen of taxi-driver may be met on a difficult corner; there is no accounting for what will happen... you may even be told to come again when you know how to drive.

The ordeal once passed through, the possessor of the pink card is free to take the road, but in reality the education has only just begun, for there are a hundred and one little conveniences between fellow motorists, so many clever tricks and dodges for every kind of traffic. Paris is a good school though; for one must either keep pace with the fastest or be put out of the running.

#### A Novel Position.

There is still another class of woman motorist to be found on the main roads on the western edge of the city, where new chassis are tried out at terrific speeds. One car manufacturer, several years ago, decided that this work could be done quite well by women, and evidently his choice was a good one, for the *essayeuses*, or women testers, have remained to this day. In winter, and in bad weather generally, it would be difficult to realize that they were not men at the wheel, for a new chassis, as one is aware, offers the minimum of protection, and, when a waterproof slip-over, a leather helmet and caoutchouc gloves have been donned, all signs of femininity are obliterated. It is hardly to be expected that the men testers liked this encroachment on their preserves, but it is evident that the women have shown professional skill in this difficult work, for their employers refuse to part with them.

### SUNBEAM TRIBUTE.

#### TESTED IN AUSTRALIA.

One of the best known motoring writers in Australia, Mr. George George, recently wrote a remarkable tribute to the 3-litre super-sports Sunbeam car.

The New South Wales agents for Sunbeam cars, Messrs. Williams Bros., Ltd., of Sydney, received the first car of this type some few months ago, and Mr. George, who had been keenly awaiting its arrival, took the first available opportunity of testing it on the road. Trying over his own special route—an unusually severe one—Mr. George was amazed at the performance of the car. His first impression was of the wonderful riding qualities, and, secondly, the gliding motion which appeared to obliterate entirely the sense of speed. Mr. Wonderful Car in the World, wrote: "Over the roughest of road surfaces the car was as comfortable as the average car on an asphalt or concrete road, and, on looking at the speedometer, one was astonished to see that it was registering from 40 to 50 m.p.h."

Mr. George also pays a tribute to the efficiency of the 4-wheel brakes, and the smoothness with which the car was brought to a standstill when travelling at 50 m.p.h., and declares that in every way this Sunbeam model is the most wonderful car he has ever handled. "Briefly," he says, "I may say that I fully endorse all the good things said about the car by British experts, and that I consider it to be the most wonderful car I have ever driven or ridden in."

### IDEAL MOTOR.

#### FOR SMALL SAILING CRAFT.

For years past there has been a cry from the owners of small sailing boats for a light-weight yet sturdy and compact power unit which could be fitted in without seriously encroaching upon the limited room available. To the uninitiated it sounds a comparatively easy matter, but when the boat is perhaps no more than 15 ft. or 16 ft. in length and is fitted with a centre board, besides having all the paraphernalia of sailing tackle to contend with, then the problem takes on a much more difficult aspect. Recently, however, after searching experiments a new marine motor has been brought out by the Ailsa Craig Motor Co., Ltd., of Chiswick, London, W., expressly designed for small launches from 12 ft. to 20 ft. in length, and as an auxiliary in yachts up to 5 tons. It is a remarkable and in many respects unique little 2-cylinder engine of 4.6 h.p., which has been named the Ailsa Craig "Pup." It measures 22½ in. long, 16½ in. wide, and stands only 10 in. above the engine bearers. In other words, it would go into a suitcase. The engine, clutch and reverse gear are all in one self-contained and enclosed casing, and the whole unit weighs 1 cwt., while the price for the complete outfit is only £58. Its compact dimensions and the brake horsepower developed were the subject of much favourable comment at the recent Shipping, Engineering and Machinery Exhibition held in London at Olympia. Numbers of keen sailing men, who have hitherto excluded a motor from their boats, are having one of these handy power units installed. At the same time, it has attracted newcomers, many of whom have abstained from the sport because they could not afford to be caught by adverse winds and tides. The development of the small marine motor on the popular lines of the Ailsa Craig "Pup," is a powerful factor in bringing in new blood, and, therefore, all to the good of the sport.

#### SIDE-PLAY NOISES.

"A study of chassis noises proves that 75 per cent. of the rattles is due to the side-play of the springs," says William H. Gleason, president of the Kissel Co.



#### POWERS OF NATURE

Man has never produced a power equal to the pent-up forces of Nature. Shell Motor Spirit distills direct from Nature's hands free from all impurities, and as it needs no artificial aids it retains all its natural power.

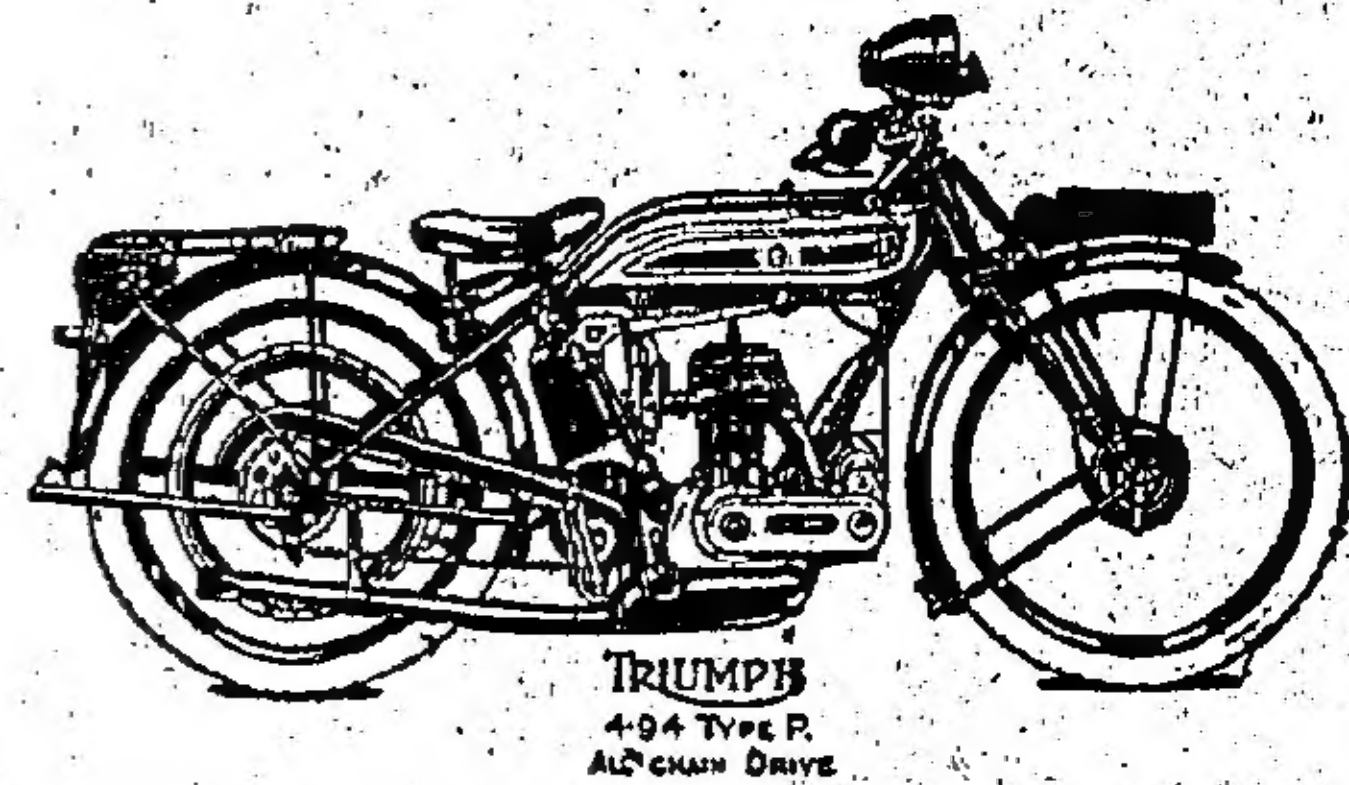
The Spirit of the Age

A Product of Nature

# SHELL

MOTOR SPIRIT

The Asiatic Petroleum Co. (S.S.) Ltd. (Incorporated in England.)



TRIUMPH SPELLS ALL THAT IS GOOD.

Alex. Ross & Co. (China), Ltd.

Bank of China Building and 1A, Chater Road.

### ONLY PACKARD CAN BUILD A PACKARD

# PACKARD

WHAT you get—not what you pay for—determines your bargain.

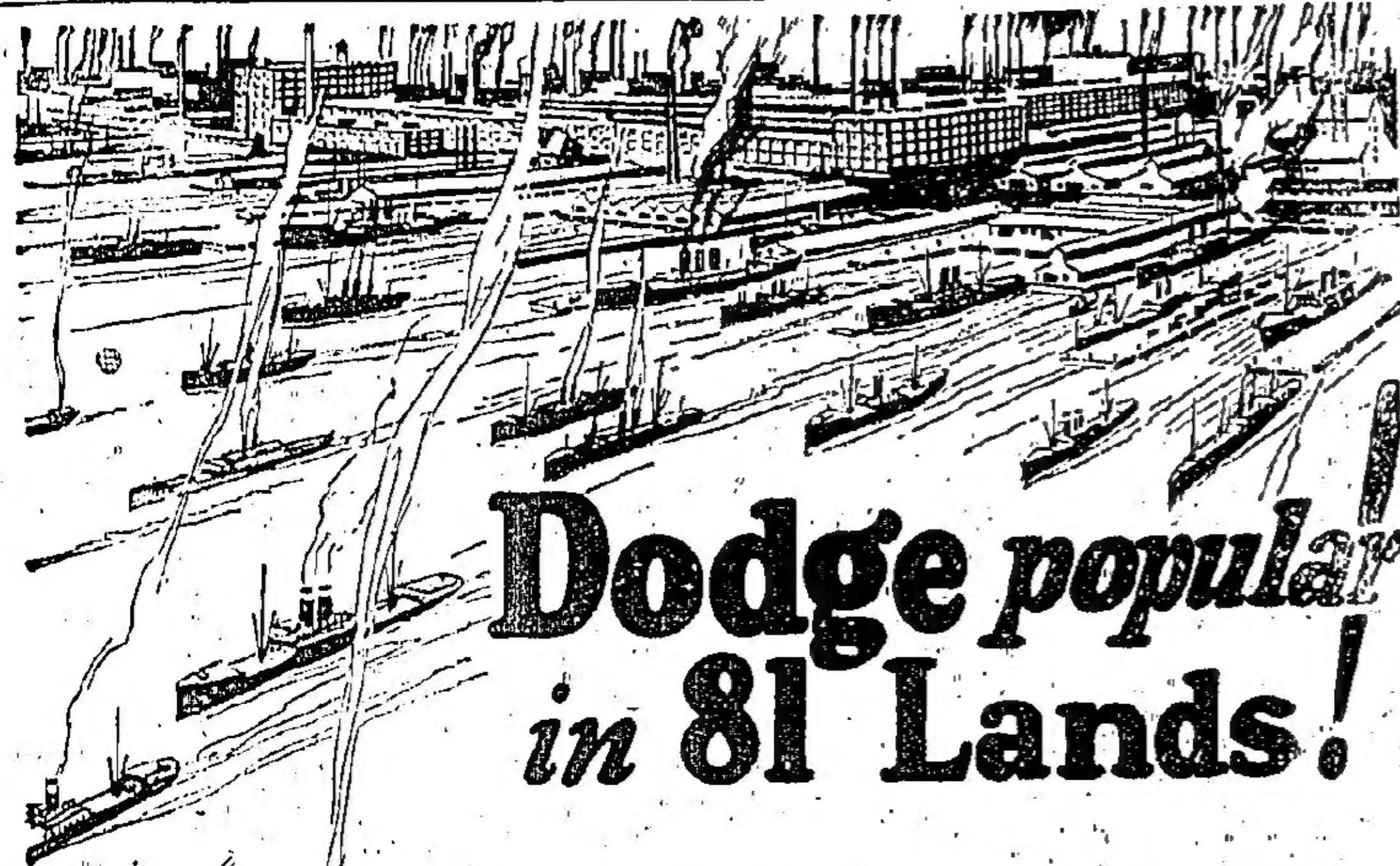
If a Packard Six did not give 16 miles to a gallon of gasoline; 15,000 to 20,000 miles to a set of tyres; and a freedom from mechanical repairs unknown to cheaper vehicles, it could not have earned its place as one of the least expensive cars to operate—power considered—in the whole world.

But because it has established these records in the hands of owners, and because its first cost is agreeably low, new thousands of owners are constantly expressing their surprise at its economy.



The Dragon Motor Car Co., Ltd.

33, Wong Nei Chung Road, Happy Valley, Hong Kong.  
Tel. C. 1245 or 1247



## Dodge popular in 81 Lands!

In 1925 Dodge Brothers Motor Car led all other cars, at or above its price, in sales outside the United States.

It is popular in eighty-one different countries—and on hundreds of important islands scattered over the Seven Seas.

For one thing the car contains a higher percentage of chrome vanadium steel, and a higher percentage of drop forgings, than any other motor car in the world, regardless of price.

And fine steel and drop forgings mean to an automobile what strong muscles and a sound heart mean to the athlete.

DODGE BROTHERS, INC. DETROIT

THE DRAGON MOTOR CAR COMPANY, LTD.

33 Wong Nei Chung Road, Happy Valley  
HONG KONG

# DODGE BROTHERS MOTOR CARS



# GARDNER ENGINES.

ALL TYPES  
AND SIZES

GAS  
PETROL  
PARAFFIN  
CRUDE OIL  
SEMI-DIESEL

UP TO  
300 B.H.P.

SOLE AGENTS:—

DODWELL & Co., Ltd.



**Tyre Repair Materials  
That Save Time  
and Money**

Motorists everywhere are reducing road delays, saving money and enjoying greater security by carrying a supply of Firestone repair materials.

Their prompt use prolongs the life of tyres and tubes. They are quickly and easily used, even by those with no repair experience. Some of them are shown in these pictures. Let us supply you a complete set.

**MOST MILES PER DOLLAR**

## Firestone

THE DRAGON MOTOR CAR CO., LTD.  
33, WONG NEI CHUNG ROAD, HAPPY VALLEY, TEL. G. 1245 or 1247.

### TO-DAY'S PRICES.

#### LOWER THAN PRE-WAR.

There are but few commodities that to-day can be purchased at less than pre-war rates. The price of most articles, necessities and otherwise, shows an appreciation of at least 50 per cent.—this is a conservative figure, and in many cases the increase is considerably more.

The motor trade is the one bright example showing how it is possible to reduce prices in spite of higher living expenses, and yet keep a high standard of quality. The price of the Triumph motor cycle is 27 per cent. lower than pre-war. A similar machine to the present 494 h.p. Triumph model "P" was selling in 1914 at £60, whereas the model "P" is selling to-day at £42 17s. 6d. in the home market. To some extent this lower price might have been accomplished by cutting the quality, and a further saving might have been effected by reducing the equipment, but in the case of the Trusty Triumph, neither of these doubtful economies has been followed. The quality of the Triumph is even better to-day than it has ever been, and the equipment is more complete in every way.

A couple of years ago the Triumph Co. embarked on a quantity production programme. They realised that motor cycles were too expensive, and, owing to this factor alone, many would-be riders were debarred from the pastime. The argument advanced was: reduce the price so as to bring it more in accord with the purchasing power of the public—particularly of the younger generation—and the market will automatically broaden out and fresh markets be uncovered. The soundness of this argument has already been proved, sales have shown a wonderful expansion, and, as a direct result of the immensely increased output, it has been possible to reduce manufacturing costs and effect considerable economies in other directions. There is little doubt but what the Trusty Triumph is the finest value on the market.

### MOTOR MILEAGE.

#### INCREASED EFFICIENCY.

Detroit.—C. F. Kettering president of General Motors Research Corp., predicts that mechanical perfection of autos will soon allow twice as much efficiency from fuel supply as is now received.

Kettering says that there is enough energy in a gallon of gasoline, if converted 100 per cent. in mechanical energy, to run a small four-cylinder car 450 miles.

Automobile manufacturers have made considerable progress, but there remains a great deal to make auto driving economical and efficient.

### PIONEERING JOURNEY.

#### NOTABLE BRITISH ACHIEVEMENT.

It is particularly apposite that a recital of the chief events of the noteworthy journey by motor car from Cape Town to Cairo successfully accomplished by Major Court-Treath should have been made to a gathering of Fellows of the Royal Colonial Institute, for the Institute has been closely identified with all that is best in the British pioneering spirit during the past half century or so.

Major Court-Treath, ably seconded by his wife, wished to prove that a journey from the Cape to Cairo on British territory all the way could be achieved with a British car of standard build, as opposed to a specially constructed model. This point is of considerable importance, as the use of a standard model emphasises the commercial possibilities of motor transport generally in the districts traversed, whereas the employment of a specially designed type would have provided far less useful data owing partly to the high first costs of the vehicle.

Learning that another nation was considering an expedition on somewhat similar lines, Major Court-Treath at once realised the enormous value of being first in the field, and set about the preliminary details of organisation. It may well be appreciated that the success of such an enterprise may be jeopardised by lack of thorough arrangements in the early stages, so it is not surprising that the preliminary organisation occupied eight months.

Two standard British touring chassis of a well-known make were selected and fitted with specially designed bodies to accommodate the equipment of the expedition.

Soon after the start, from Cape Town difficulties were encountered, for in Rhodesia abnormally heavy rains were experienced, with the result that for five months the cars ploughed through mud which threatened to engulf them, so that the members of the expedition were continually chopping a

path through the bush in order to get on to higher ground.

Onwards to Tanganyika good roads were found, but in Nyasaland the bridges proved to be very frail as a result of the rains, and no less than seven collapsed under the cars. To prove how far beyond the range of civilisation the cars journeyed, it was estimated that from one point where a catastrophe was narrowly averted, the nearest place where any repairs could have been effected was some 1,200 miles.

Uganda roads were excellent, but great trials awaited the little band in South Sudan round the source of the Nile. There the natives were not too friendly, and miles of swamps had to be skirted. Many unbridged rivers were encountered which proved too deep to be driven through and materials were not existent for building bridges or rafts. The only alternative was to strip the cars of all instruments and such components as magnates, dynamos, etc., leaving the steering wheel and hand the long suffering vehicles through by natives. Despite the fact that the cars were completely submerged without even the hood tops showing during transit, no difficulty was experienced in starting the engines again within three hours. This drastic method was resorted to no less than seven times in sixteen days.

After the uncivilized Dinkas in the swamps, were encountered desert Arabs, some of whom wore chain mail, probably dating from the days of the Crusades. Strangely enough, it was within a comparatively short distance of the goal that Major Court-Treath and his party came nearest to failure and possibly disaster. Owing to the formation of the mountains on the East bank of the Nile between Wadi Halfa and Assuan and the impossibility of using the West bank, a very considerable detour into the desert towards the East had to be made. Three times attempts to find a road failed, and the severity of water became serious. The party was strictly rationed to one pint per person per day for all purposes. Fortunately, when things were looking very black, the cars met a search party from As-

### AUTOISTS MORE CAREFUL.

Automobiles killed 36 persons per day during the month of February, the lowest record in 14 months, according to an estimate by C. E. Robb, statistician of the National Safety Council. Seventy-four per cent. of the victims of the automobile accidents were pedestrians and 17 per cent. of the pedestrians were under 15 years of age; 37 per cent. of them were over 55 years of age.

### WANT NEW SPEED LAWS.

Many prominent Minnesotans are endeavoring to have the state's present speed laws junked and more progressive and faster speed laws substituted for them. The present speed laws are blamed for slowing up both urban and rural traffic.

### VENICE BARS AUTOS.

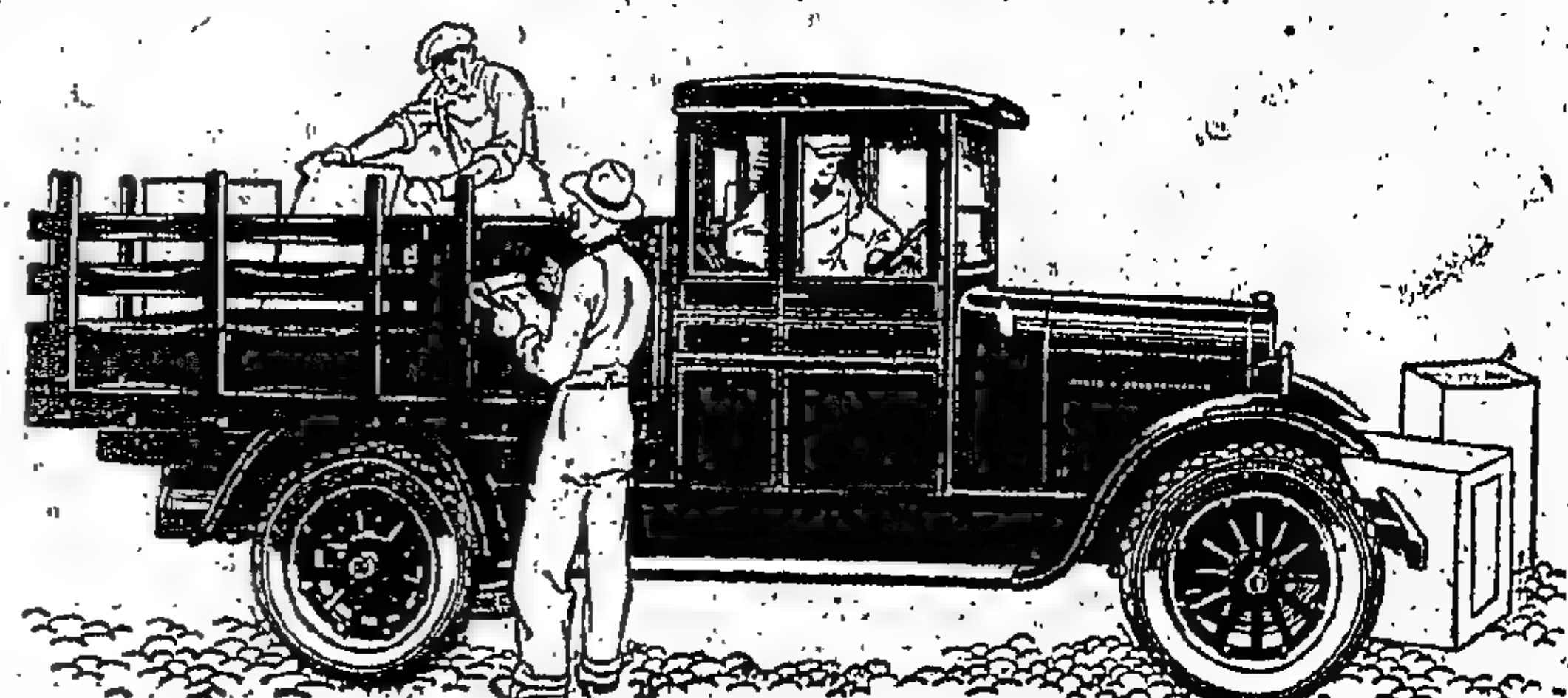
The city of gondolas is to remain auto-free, according to recommendations made by Giovanni Giuarati, minister of public works. The minister said that he would not authorize the enlargement of a railway bridge connecting Venice with the mainland for the use of automobiles.

### TRUCK A NECESSITY.

The motor truck is increasing in value to the Minnesota farmer. In 1925, 275,881 head of livestock in 47,337 motor trucks were marketed in Minneapolis from a radius of 200 miles. The average haul was 60 to 70 miles.

suas, and their troubles were at an end.

The story of the expedition is a fine record of achievement on the part of the members of the party and the two sturdy cars, and should go far to counteract in the most convincing manner the groundless opinion that British cars are unsuited to the strenuous conditions of overseas service.



## World Leadership Brings Low Prices

World Leadership for Graham Brothers Trucks is more than a phrase.

It is a vital, practical thing that means satisfaction and money to buyers.

It means satisfaction because public demand is based on satisfaction, and the demand for Graham Brothers Trucks is growing greater every day.

It means money to buyers because large demand means large production—and large production is the secret of low prices.

Graham Brothers are the largest exclusive truck manufacturers in the world. By that fact the buyer profits.

He profits by the quality that created the demand—and by the astonishingly low prices that demand made possible.

Now low prices available from your nearest Dodge Brothers dealer.

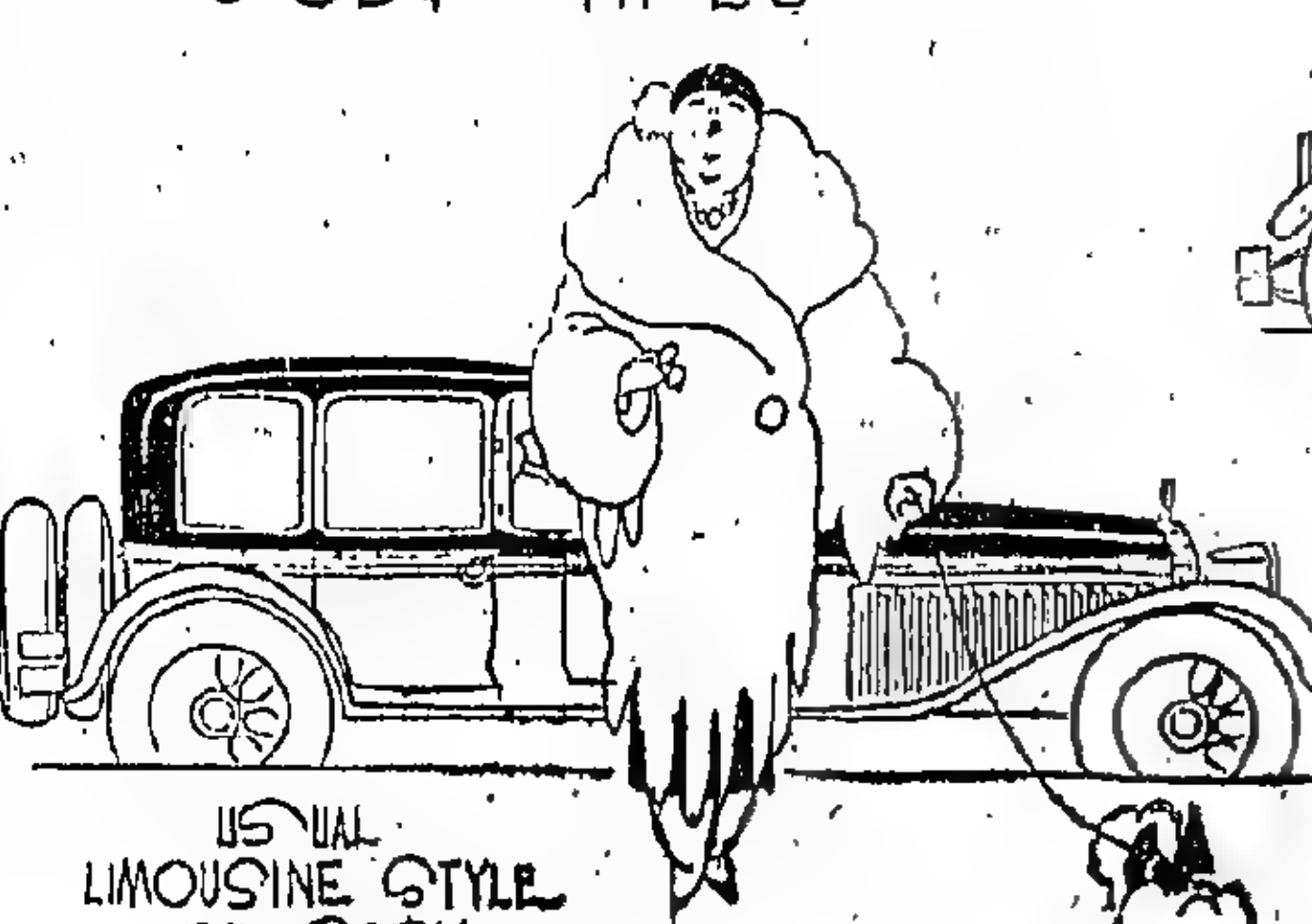
GRAHAM BROTHERS  
Detroit, U.S.A.  
A DIVISION OF DODGE BROTHERS, INC.

THE DRAGON MOTOR CAR COMPANY, LTD.  
33 WONG NEI CHUNG ROAD, HAPPY VALLEY  
HONGKONG

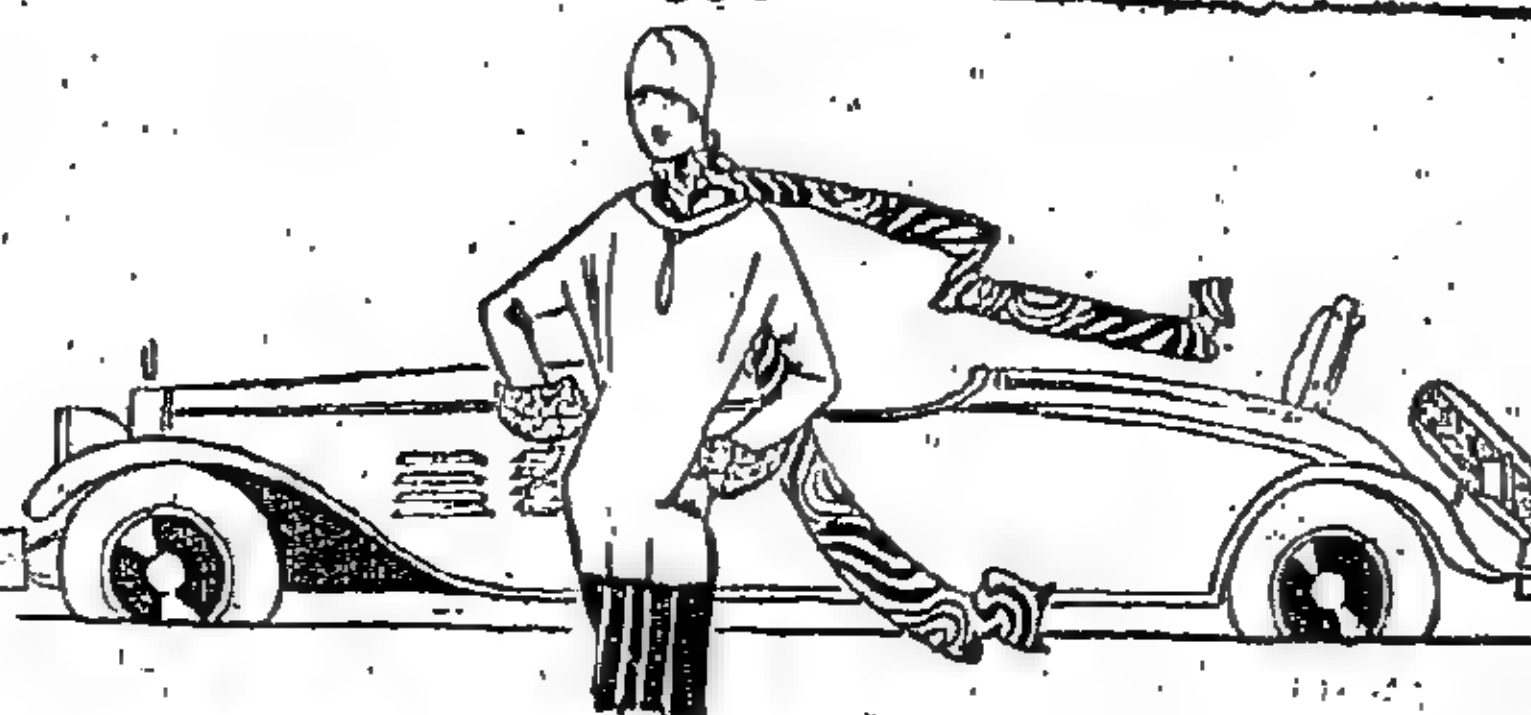
# GRAHAM BROTHERS TRUCKS

SOLD BY DODGE BROTHERS  
DEALERS EVERYWHERE

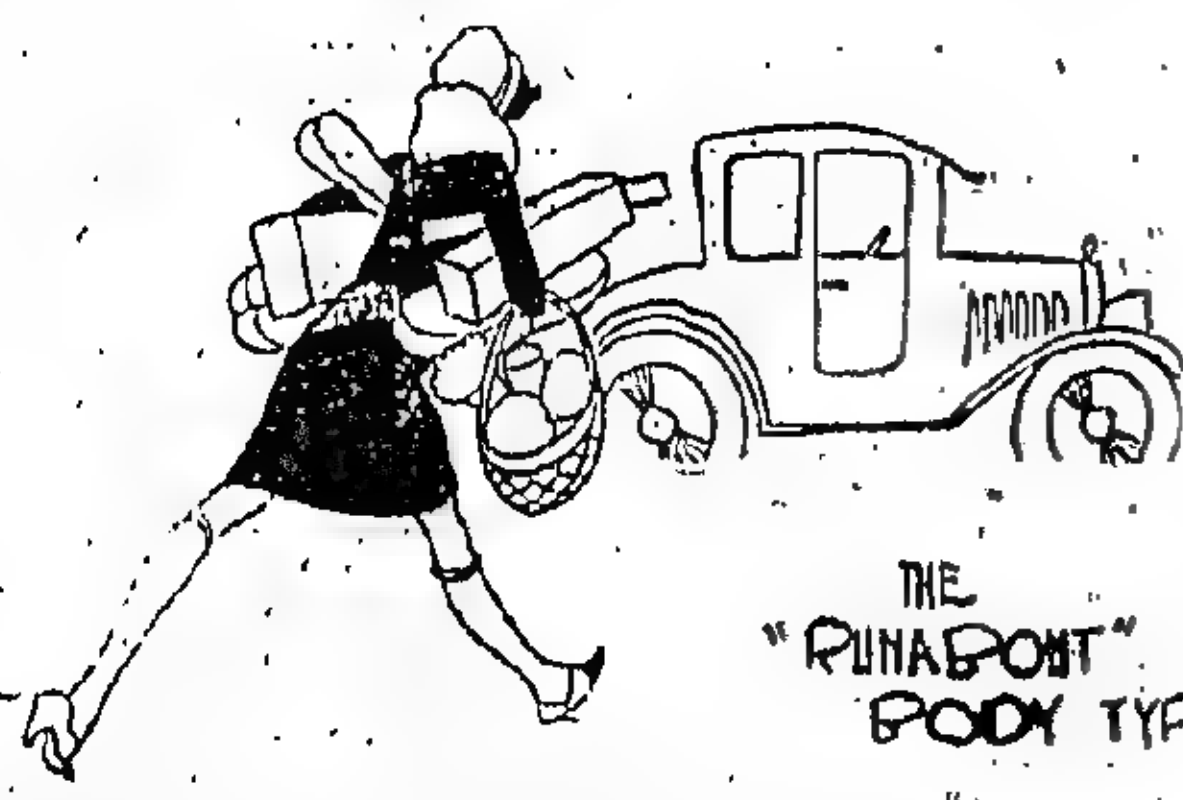
SPRING STYLES  
IN  
"BODY" TYPES—




USUAL LIMOUSINE STYLE OF BODY



CORRECT LINES FOR BODY OF UP-TO-DATE "SPORT" MODEL



THE "RUNABOUT" BODY TYPE



AVERAGE TOURING CAR BODY

DESIGNED BY NEA SERVICE INC.





## WEEKLY MOTOR WANTS



NOTICE.—Small advertisements for these columns should be addressed to "Motor Supplement" THE HONGKONG TELEGRAPH.

The charge is 50 cents for 30 words, 2 cents for every additional word.

Terms Cash with order.

Advertisements must be received by noon on Thursday preceding publication.

Box Numbers supplied when required, but replies must be called for at this office.

## FOR SALE

**CROSSLEY.**—25, 30 H.P. R.F.P. Model Type 9, fitted with "Cunard" body, painted red-spore wheel and all accessories—excellent condition. Full particulars and prices from Box No. 1509 c/o "Hongkong Telegraph."

**Vauxhall.**—14-40 H.P. 5 seater Open Touring—total mileage 6900—spare wheel and all accessories—excellent condition. Full particulars and prices from Box No. 1508 c/o "Hongkong Telegraph."

**MATCHLESS.**—Motor Cycle 347 C.C. side valves, 1925 model, electric light, speedometer leg shields. Mileage 300 only. \$100. Apply Box No. 1494 c/o "Hongkong Telegraph."

**HARLEY.**—Sports model complete with electric lighting set, speedometer, etc., in good condition, price reasonable. May be seen by arrangement. Box No. 1490 c/o "Hongkong Telegraph."

**FOR SALE.**—2-1/2 ton Track chassis, 6-cylinder engine of 40 H.P. R.A.C. Rating. Only \$3,000 for quick cash sale. Box No. 1474 Hongkong Telegraph.

**SINGER** seven-passenger Landauette. Six practically new tyres. New upholstery carpet, paint, radiator and carburettor. Everything first class. 48 H.P. engine (R.A.C. Rating) in splendid condition. Price \$3,000.00. Box No. 1503 Hongkong Telegraph.

**BUICK** Touring No. 352. Four wood wheels and spare rim. Five tyres. Price \$750.00 cash. Box No. 1473 Hongkong Telegraph.

**CADILLAC.**—3-cylinder 5-passenger Cadillac for \$1,500 cash. Box No. 1475 Hongkong Telegraph.

**NEW RALEIGH'S** and Spare Parts. Triumph, B.S.A., Indian Scout, Douglas, Harley Solos, Matchless, Indian, Henderson and Harley Sport Combination. Motor Car and Cycle Exchange Telephone K655.

**PACKARD SIX.**—Condition in every way as new. Five perfect Tyres. Five-passenger. Superb engine (45113-42). Cash \$1,200, no offers. On view at Dragon Garage, Happy Valley.

**BUICK.**—6-cylinder 7-passenger Buick Touring No. 165 Good running order. Five good Tyres on five Wire Wheels. \$1,500.00. On view at Dragon Garage, Happy Valley.

**HUDSON.**—6-cylinder 7-passenger Hudson Touring in splendid condition. Five brand new 34 x 7.30 Balloon Tyres on five New Wire Wheels. New top, upholstery, paint, carpets. Stromberg Carburettor, Bosch Horn, and Radiator. All bright parts newly plated. \$3,000.00 Box No. 1492 c/o "Hongkong Telegraph."

## BUYERS' GUIDE

### MOTOR CARS

**AUSTIN.**—Alex. Ross & Co. (China) Ltd. Bank of China Bldg. C. 2487.  
**AUBURN.**—Universal Auto Supply Co., Asiatic Bldg. C.4915.  
**BUICK.**—Hongkong & Kowloon Taxi Cab Co., Ltd. 33 Des Voeux Rd. C. 1036.  
**CADILLAC.**—Hongkong Hotel Garage, Queen's Road. C. 4759.  
**DODGE BROS.**—The Dragon Motor Car Co., Ltd. 33 Wong Nei Chung Rd. Happy Valley. C. 1247.  
**ESSEX.**—The Dragon Motor Car Co., Ltd. 33 Wong Nei Chung Rd. Happy Valley. C. 1247.  
**FORD.**—Andrew Harper, 6 Queen's Road. C. 4895.  
**G. W. K.**—Gilman & Co., Ltd., H.K. Bank Bldg. Tel. C.290.  
**HUDSON.**—The Dragon Motor Car Co., Ltd. 33 Wong Nei Chung Rd. Happy Valley. C. 1247.  
**LINCOLN.**—Andrew Harper, 6 Queen's Road. C. 4895.  
**MORRIS.**—Hongkong Hotel Garage, Queen's Road. C. 4759.  
**PACKARD.**—The Dragon Motor Car Co., Ltd. 33 Wong Nei Chung Rd. Happy Valley. C. 1247.  
**ROLLS-ROYCE.**—Hongkong Hotel Garage, Queen's Road. C. 4759.  
**SINGER.**—Gilman & Co., Ltd., H.K. Bank Bldg. Tel. C.290.  
**STUDEBAKER.**—Hongkong Hotel Garage, Queen's Road. C. 4759.  
**STANDARD.**—Alex. Ross & Co. (China) Ltd. Bank of China Bldg. C. 2487.

### MOTOR TRUCKS

**DENNIS.**—Alex. Ross & Co., (China) Ltd. Bank of China Bldg. C. 2487.  
**FORD.**—Andrew Harper, 6 Queen's Road. C. 4759.  
**FORDSON TRACTOR.**—Andrew Harper, 6 Queen's Road. C. 4759.  
**GRAHAM BROTHERS.**—The Dragon Motor Car Co., Ltd. 33 Wong Nei Chung Rd. Happy Valley. C. 1247.  
**MORRIS.**—Hongkong Hotel Garage, Queen's Road. C. 4759.  
**THORNycroft.**—Hongkong Hotel Garage, Queen's Road. C. 4759.

### MOTOR CYCLES

**A. J. S.**—Alex. Ross & Co., (China) Ltd. Bank of China Bldg. C.2487.  
**B. S. A.**—The Sincere Co., Ltd. Des Voeux Road. C.1067.  
**DOUGLAS.**—Alex. Ross & Co., (China), Ltd. Bank of China Bldg. C.2487.  
**HARLEY-DAVIDSON.**—The Gascon Motor Co. 2, Kwong Wah Road, Kowloon. K.1242.  
**INDIAN.**—Alex. Ross & Co., (China) Ltd. Bank of China Bldg. C.2487.  
**MATCHLESS.**—Hongkong Hotel Garage, Queen's Road. C.4759.  
**PUCH.**—Leyseco China Co., Ltd. Bank of Canton Bldg. C. 1221.  
**ROYAL ENFIELD.**—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. C. 1247.  
**RALEIGH.**—Kowloon Motor Cycle Exchange. K.655. (Day or Night.)  
**TRIUMPH.**—Alex. Ross & Co., (China) Ltd., Bank of China Bldg. C.2487.

### TYRES AND ACCESSORIES

**COLUMBIA BATTERIES.**—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. C. 1247.  
**DUNLOP TYRES.**—Dunlop Rubber Co., Hotel Annexe Bldg. C.4554.  
**FIRESTONE TYRES.**—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. C. 1247.  
**GOOD YEAR TYRES.**—Alex. Ross & Co., (China) Ltd., Bank of China Bldg. C. 2487.  
**PRESTOLITE BATTERIES.**—Hongkong Hotel Garage, Queen's Road. C.4759.

## World Leadership justifies

### Still Lower Prices!

Graham Brothers announce a substantial reduction in the prices of their complete line of trucks and motor coaches, effective January 1st.

#### NEW PRICES

1-Ton Chassis—JB. .... \$ 075  
1 1/2-Ton Chassis—JB. .... 1245  
1 1/2-Ton Low Chassis—MB. .... 1235  
1 1/2-Ton, 158" Chassis—EB. .... 1315  
1 1/2-Ton, 158" Low Chassis—LB. .... 1335  
1 1/2-Ton, 158" Chassis—EB. .... 1415  
2 1/2-Ton Chassis .... 1575

L. o. b. Detroit

This is their third reduction in eight months. It brings the price of their product far below any truck of comparable merit.

Large production justifies low price. Graham Brothers are the largest exclusive truck manufacturers in the world.

The Dragon Motor Car Co., Ltd.  
33 Wong Nei Chung Road, Happy Valley  
Telephone C. 1246 or 1247

## GRAHAM BROTHERS TRUCKS

Sold by DODGE BROTHERS  
DEALERS EVERYWHERE

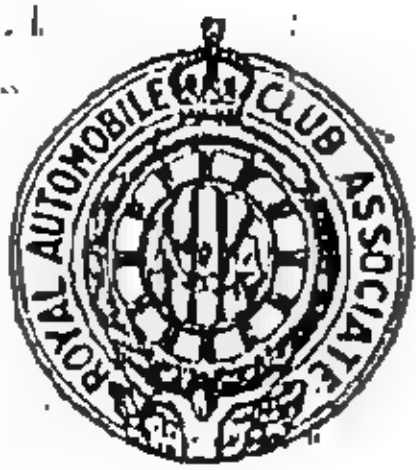
## The 9/20 h.p. ROVER Car - 1926

### DEMONSTRATIONS OF THE SPECIAL COLONIAL MODEL BY ARRANGEMENT WITH THE HONGKONG

— AND —

KOWLOON TAXI CAB Co., Ltd.  
— TEL. C. 1036 —  
33-35 Des Voeux Road,  
HONGKONG.

### JOIN



THE HONGKONG AUTOMOBILE  
ASSOCIATION

A Few Advantages:—  
10% Off Motor Car Insurance  
5% Off Gasoline Bill  
Free Legal Advice.  
Free Mechanical Advice.  
Associate Membership of the  
R. A. C. and A. A. London.

All Communications for  
Membership etc. to  
MR. P. M. HODGSON,  
Hon. Secretary,  
Bank of China Building.

## DOUGLAS. That Good Cycle!

TO ARRIVE SHORTLY

Alex. Ross & Co. (China),  
Limited.  
Bank of China Building.

## HINTS FOR THE MOTORIST BY ALBERT L. CLOUGH POWER WASTING FRICTION

Is there any source of power wasting friction about your car, which causes fuel waste and wear of moving parts? Sometime, when it is standing on a smooth garage floor, in neutral, with the brake off, see how much force it requires to push it back and forth and if it seems to move unreasonably hard, look for the causes, or instead, when driving on a hard, level road at 25 miles an hour, throw it into neutral and see if it coasts freely and as far as you think it ought. Manufacturers think so much of such tests that some of them publish figures of normal force required to move and coasting distances of their cars. Among causes of removable friction are the following: Dragging, brake-bands, too soft tyres, too tightly meshed final-drive gears, front wheel or rear-axle bearings too closely adjusted, lack of lubricant in transmission or rear end, or too viscous and stringy lubricant used in these housings, non-parallelism of front wheels and misalignment of the front with the rear axle. In the case of Ford cars too tight adjustment of low-speed and reverse transmission bands is a very common cause of constant friction. Anyone who once "gets a line" on how his car pushes about or how well it coasts when everything is right, can easily determine whether anything is binding, after brake or other adjustments have been made, by repeating these simple tests.

(Mr. Clough gives some of the questions he receives from time to time, together with the answers. These appear weekly and provide an instructive reference.)

Questions: "Would the use of two gaskets, instead of one, under the cylinder-head of my engine, increase or reduce its power?"

Answer: Our belief is that it would reduce its power. The only condition under which the two gaskets would increase the power would be in the case of an engine which habitually knocks from self-ignition or detonation of its charge. In such an instance, the two gaskets, by reducing the compression ratio, might stop the negative work of which the knocking is a sign and thus increase the useful power. As the useful output of an engine increases with compression, up to the point at which knocking begins to occur, no increase of power can be expected

from the use of two gaskets unless the engine knocks and thus indicates that its compression should be lessened.

### Car Lacks Speed.

Question: My late 1925 Ford coupe will not run faster than 32 m. p. h. with the throttle wide open, while other Ford coupes go by mine as if it were standing still. Have ground valves and checked the timing, without any beneficial results. What do you advise?

Answer: Most likely your engine misses some explosions, when running fast. This might be the case and you not notice it with the engine at very high speed. You better make sure that the timer makes perfect contacts, that the spark-plug gaps are not too wide and that the ignition system is in perfect condition in all respects. Also see that nothing has happened to the timer control linkage to prevent full allowable spark-advance from being secured. Check up brake and transmission bands to see that they do not drag. We assume that this coupe has standard final gear ratio, and not a special low one.

### Weighting Car to Improve Riding Qualities.

Question:—I find that when one or two other persons are with me in my Ford roadster, it rides much easier and I seem to get more speed out of it with less gas. Is there any possible way to permanently add weight on such a car and, if so, how much should be added?

Answer:—Probably some way could be devised permanently to add weight to your roadster, equivalent to that of one or two persons, but could you not secure the same effect on spring action by the use of some form of shock-absorbers or auxiliary springs, without increasing the dead weight of the car and thus increasing tyre wear and somewhat reducing hill-climbing ability? You might investigate devices for snubbing the recoil of the springs and see what results can be obtained. However, if dead weight is to be added, sheet lead is probably the best material to use, as it would take up a minimum of room in the rear carrying space or wherever else applied and would not rattle. Sheet lead could be readily fastened in place, but you can experiment by using cast-iron window weights or something of that kind.

Jos Sarkis on his 3.48 H.P. O.H.V. Raleigh

7 Firsts  
5 Seconds  
2 Thirds  
Fastest Time, AND THE Blue Riband OF South Africa.

"The finest performances ever put up by one make of Motor-cycle in South Africa."

## RALEIGH

Solos from \$445. Combinations \$675.  
Including Lucas Magdyno Electric Lighting. Complete, ready for the road.  
Ask for Demonstration at  
**MOTOR CYCLE EXCHANGE,**  
Coronation Road, KOWLOON.

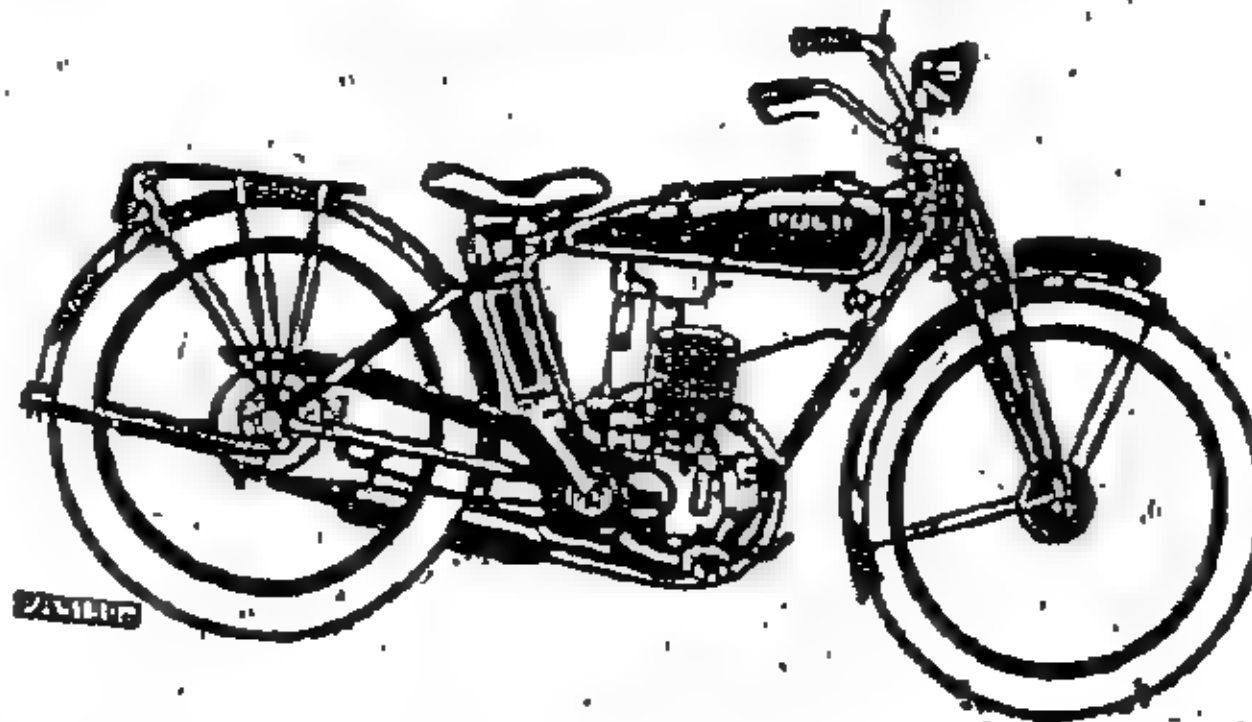
## BRITISH DUNLOP CORDS

(Made at Fort Dunlop, Birmingham.)  
They cost no more than other tyres.  
The product of the PIONEER firm of Tyre Manufacturers, they rank as the GREATEST OF ALL TYRES.  
Look for the mark "Made in England"

DUNLOP RUBBER Co. (China), Ltd.  
Hotel Annexe Building.  
Telephone Central 4554.

HONGKONG HOTEL GARAGE  
Tel. C.4759, Distributors. Tel. C.4750.

## Puch Motor Cycles



3 - H. - P.

In order to introduce these excellent little machines, we are making a special offer.

\$330 CASH ..... \$350 TERMS

Call and make an early inspection at our office.

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Phone: C. 1221 4th Floor, Bank of Canton Building, 6, Des Voeux Road, CENTRAL.

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FOR  
ALL CLASSES  
OF  
MOTOR INSURANCE

WRITE FOR PROSPECTUS

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## Studebaker

PRICE REDUCTION, 1st MAY, 1926.  
HONGKONG NETT CASH PRICES

### STANDARD SIX

Duplex-Phaeton ..... H. K. \$2,650  
Duplex-Roadster ..... 2,600  
Sports-Roadster ..... 2,990  
Country Club Coupe ..... 2,990  
Coach (2-Door) ..... 2,760  
Sedan (Wool Trim) ..... 2,990  
Sedan (Broad Cloth) ..... 3,200  
Berline ..... 3,350

### SPECIAL SIX

Coach (2-Door) ..... H. K. \$3,350  
Brougham ..... 3,900

### BIG SIX 120" WHEELBASE

Duplex-Sports-Phaeton ..... H. K. \$3,650  
Duplex-Roadster ..... 3,450  
Sports-Roadster ..... 3,780  
Club Coupe ..... 3,800  
Sedan ..... 4,350  
Berline ..... 4,520

### BIG SIX 127" WHEELBASE

Duplex-Phaeton ..... H. K. \$4,075  
Brougham ..... 4,775  
Sedan ..... 4,900  
Berline ..... 5,075

(Prices subject to change without notice)

PRICES INCLUDE DELIVERY IN HONGKONG OR KOWLOON

All models have balloon tyres, 8" wheels, 4-wheel hydraulic brakes, windshield wiper, mirror, etc., etc.

THE HONGKONG HOTEL GARAGE  
(The Hongkong & Shanghai Hotels, Ltd.)

Car Sales and Phone  
Accessories C. 4750

Service (Phone  
and Parts C. 4552)



# MORRIS

PRICE REDUCTION **Cars** PRICE REDUCTION  
1st May, 1926 1st May, 1926

MORRIS-COWLEY 11.9 H.P. 4-WHEEL BRAKE MODEL

		New Prices	Old Prices
ROADSTER	2 SEATER	£ 212	£ 223
OCCASIONAL	4 SEATER	222	233
TOURING	4 SEATER	234	246
COUPE	4 SEATER	250	265
SALOON	4 SEATER	290	305

MORRIS-OXFORD 13.9 H.P. 4-WHEEL BRAKE MODEL

		New Prices	Old Prices
ROADSTER	2 SEATER	£ 285	£ 300
TOURING	4-5 SEATER	305	320
3/4 COUPE	2 SEATER	355	375
CABRIOLET	4-5 SEATER	390	410
SALOON	4-5 SEATER	410	430
LANDAULET	4-5 SEATER	420	440

OWN ONE OF THESE

Economy Cars—Improved at Reduced Prices.  
BACKED UP BY LOCAL REPAIR & PARTS SERVICE.

THE HONGKONG HOTEL GARAGE

(THE HONGKONG & SHANGHAI HOTELS, LTD.)

CAR SALES & ACCESSORIES } Phone C.4759 SERVICE & PARTS } Phone C.4802



HUDSON  
and  
ESSEX  
Delivered Prices



Particulars:	Standard:	Special:
Essex Six-cylinder Coach.....	\$2,000	\$2,200
Essex Six-cylinder Touring.....	\$2,000	\$2,200
Hudson Super-Six Coach.....	\$3,000	\$3,200
Hudson Super-Six Touring.....	\$3,000	\$3,200
Hudson Super-Six Brougham.....	\$3,600	\$3,800
Hudson Super-Six Sedan.....	\$4,000	\$4,200

THE DRAGON MOTOR CAR CO., LTD.

33, WONG NEI CHUNG ROAD, HAPPY VALLEY

TELEPHONE CENTRAL 1246 or 1247.

## ATTENTION

FORD OWNERS

Arrangements have now been completed whereby Ford Owners are enabled to purchase

GASOLINE and TYRES

AT REDUCED PRICES.

**ANDREW HARPER**

AUTHORISED FORD DEALER

6, Queen's Road Central ... Tel. C.4895.  
Chatham Road, Hungghom... Tel. K.1216.

### CUBA'S ROAD PLANS.

Cuba is starting an intensive highway development programme on which it is planned to expend \$9,000,000 per year.

There are about 30,000 automobiles in Cuba now. The approximate number at the end of 10 years is estimated at 400,000, according to engineers who are backing the road development plan.

### BUY EUROPEAN CARS.

American auto manufacturers are slowly losing the hold they had on the Greek motor market. During the last years of the war and a few years following, American made cars had almost exclusive sale in Greece. However, during the past few years British, French and Italian manufacturers have been successful in introducing their cars in that country.

### FREAK MOTOR CAR.

SPEED AND COMFORT.

A freak streak has just left Portland to surprise the countryside with its singularity.

Yet it's the most completely equipped car in existence.

It's the product of three years of patient building on the part of Edwin H. Bishop, retired auto racer. He built the car on a special Traveller chassis and followed the old Benz type of construction. Its Norway marine racing engine is of 160-horsepower and can propel the auto up to 138 miles an hour.

The body is made of polished mahogany woodwork and is upholstered with padded Belgian silk.

There are 22 lights on the car, two batteries supplying the power for them and the ignition. The headlights turn with the wheels. The mudguards were made horizontal only, to lessen wind resistance.

Everything imaginable in the line of accessories for men and women passengers, as well as for the driver's assistance, has been installed. There's highway speedometer that directs the driver along the proper route. There's a grade meter, an altimeter, a tachometer for telling engine speed,

and even an indicator that locates any trouble in the wiring system.

The gasoline tank has a capacity for 50 gallons of gasoline, so that few stops may be made over long trips. And so that the passengers may take such few-stop trips in comfort, there's even a 10-gallon icewater tank!

Bishop hasn't pushed the car to the limit of 138 miles an hour, he says, but he's built it so that it can make this record-breaking speed. It's low-hung and is only 54 inches high to the very top.

Taking the "haste" out of Hastings—the attempt of the local Council to impose a ten-mile speed limit along the sea front.

### BRITISH AIRCRAFT.

AIRCRAFT ENDURANCE TEST.

A Bristol aeroplane fitted with the latest type "Jupiter air-cooled engine" recently completed a series of endurance flights in England. The object being to endeavour to "complete" 25,000 miles without making any adjustments to the engine. All the parts of the engine were sealed before the commencement of the flight by British Government officials and remained so until the completion of the test.

The Bristol Co. achieved their object, the engine having flown 25,078 miles in 225 hours, 54 mins. without a single replacement of any kind. The average petrol

roughly 22 gallons per hour and the mileage covered is equivalent to a flight right round the world at the Equator. The spirit used throughout the entire test was Shell Aviation Spirit which is similar in quality to that used by the Royal Air Force and by several through this Colony.

This endurance test is unique inasmuch as no aeroplane engine has ever flown so far without an adjustment.

### CARE OF RADIATOR.

Care should be taken when attaching emblems and insignia to an automobile radiator. If the wire is drawn too tight, a leak may be forced in the core, causing expensive repairs.

## BEAUTY—COMFORT



### THE TOURING CAR

Price, with demountables, delivered in Kowloon,

**H.K.\$965.00**

(Self-Starter H.K.\$125.00 extra.)

## Many Improvements Made But Price Unchanged

Though the old, low price of H.K.\$965 remains unaltered, there is greatly increased value in the Ford touring car. The chassis is lower and the body is lengthened and lowered, the seats widened, and deeply upholstered.

The all-steel body is lighter and stronger, lasts longer and is free from rattles. Let us show you these and many other improvements which have been added without increasing the cost.

**Andrew Harper**

Chatham Road, Hungghom, Kowloon: 6, Queen's Road, Central, Hongkong.

Telephones:— C.4895 and K.1216.

*Ford Motor Company*  
Detroit, U.S.A.

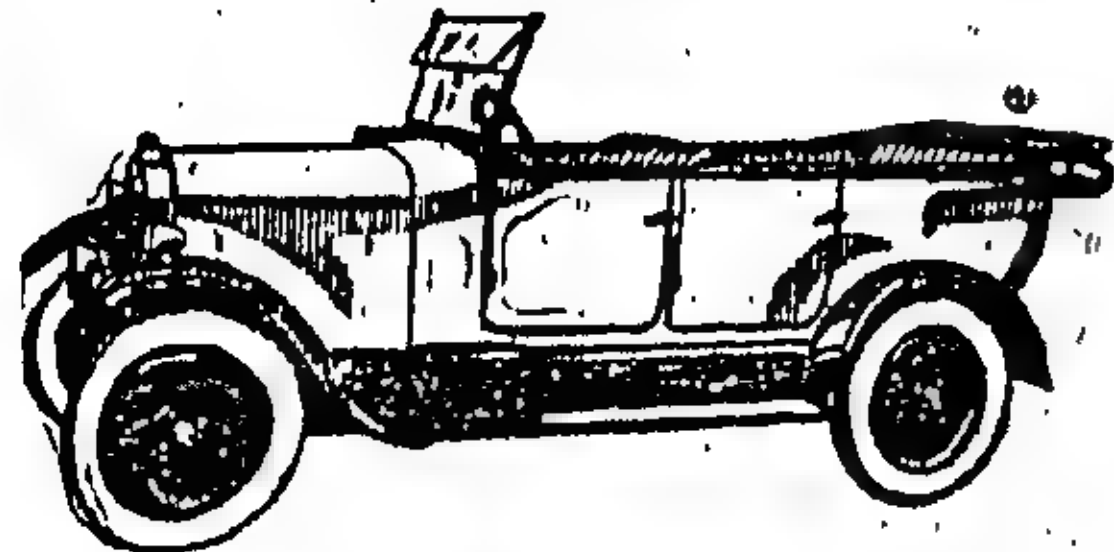
## CONVENIENCE—UTILITY



# 19 SINGER 26

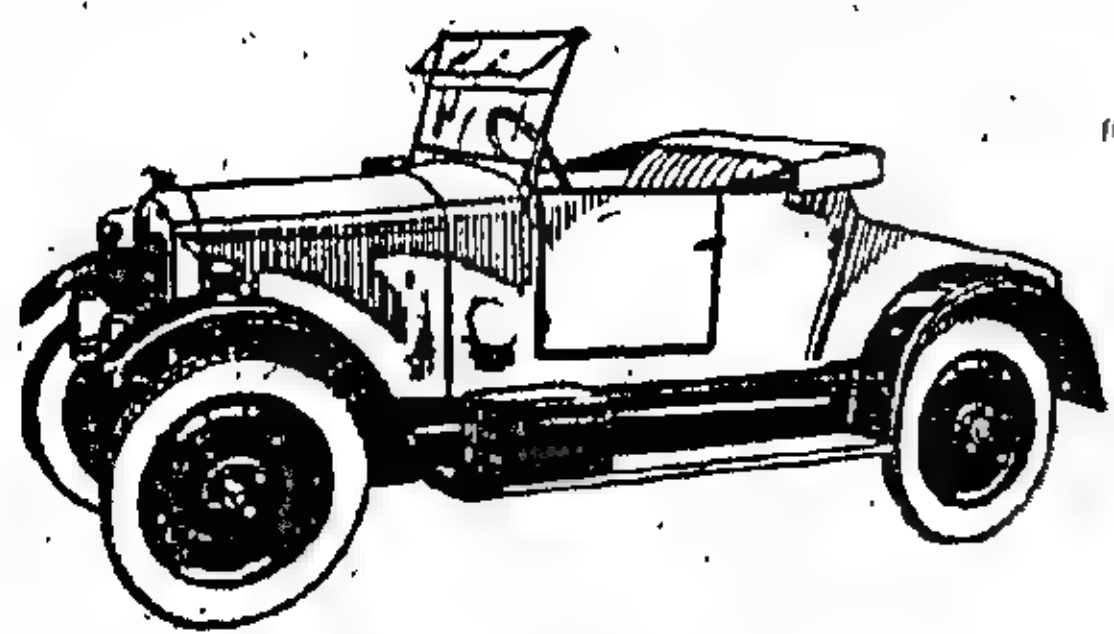
Specially Geared for Hongkong

The 1926 Singer represents the highest standard of British Motor Car Engineering—a standard which guarantees that every purchaser acquires a car made to last.



FOUR SEATER "DE LUXE"  
\$2,200.

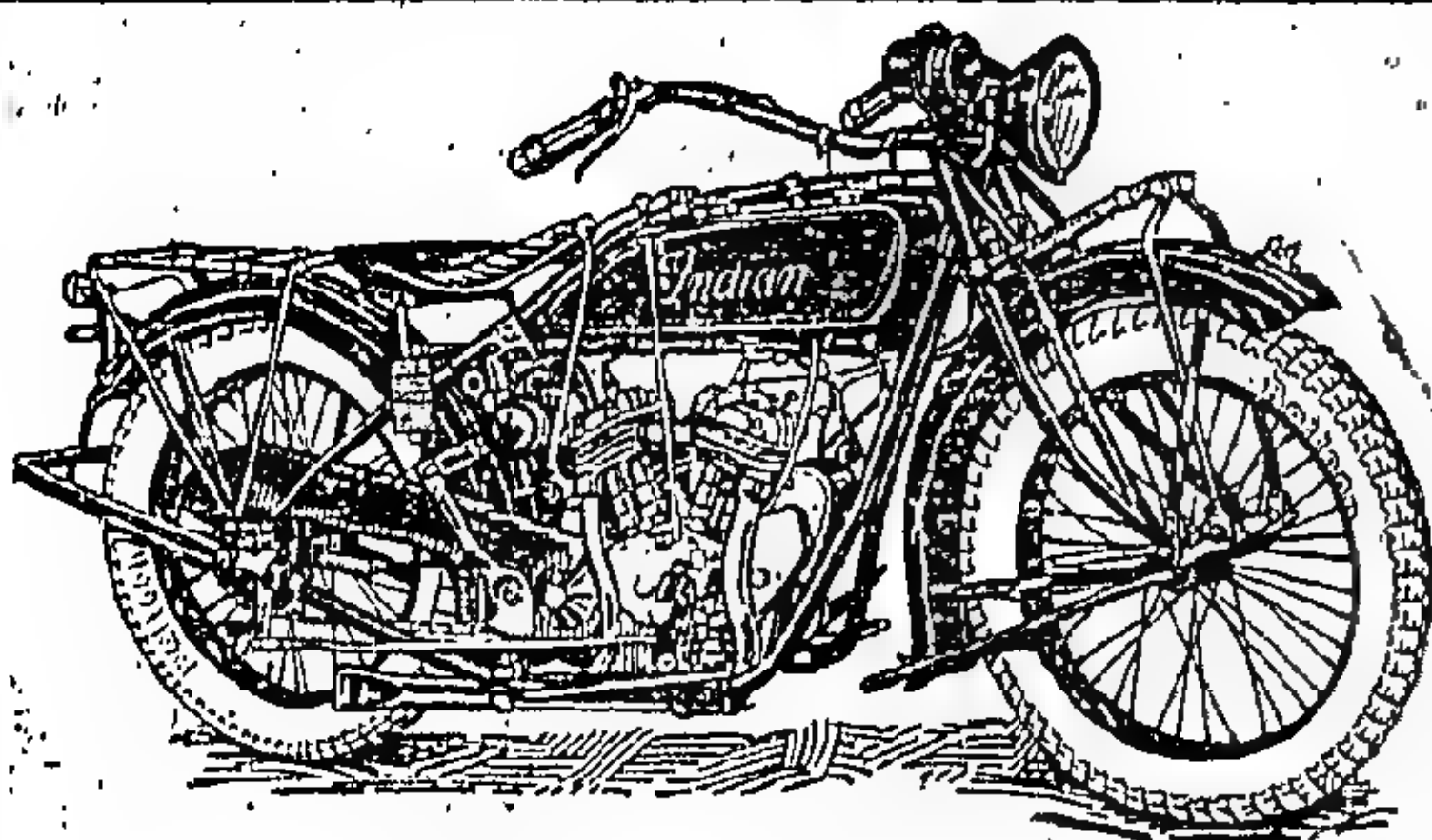
British Throughout



TWO SEATER "DE LUXE"  
\$2,200.

Equipped with overhead valves, four wheel brakes, automatic windscreen wiper, pneumatic upholstery, Dunlop reinforced balloon tyres, complete all-weather equipment, large radiator, etc.

For Full Specifications and Particulars apply to:—  
**GILMAN & CO., LTD.**  
HONGKONG BANK BUILDING.

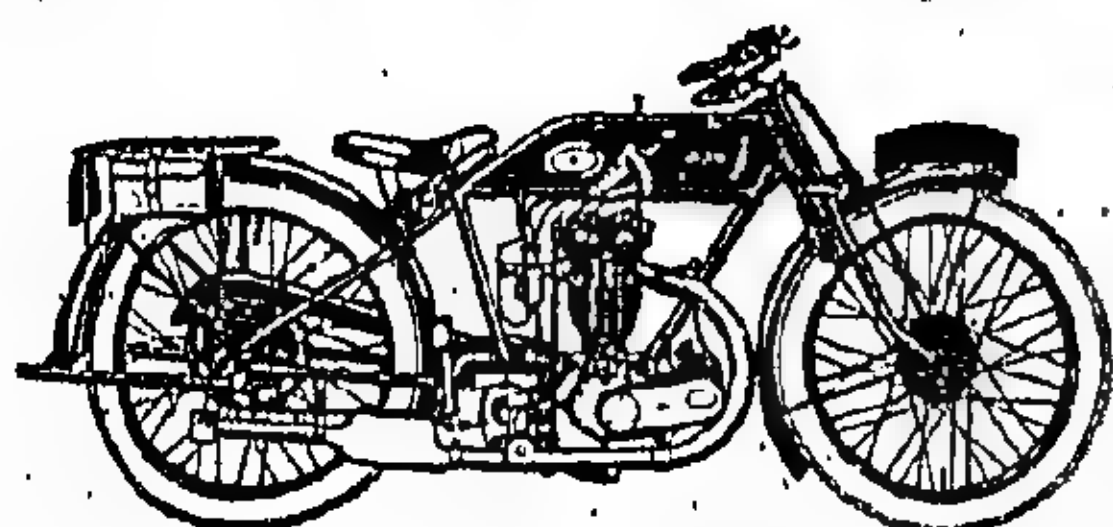


INDIAN  
THE CYCLE WITH POWER and COMFORT.

ALEX. ROSS & CO. (China), LTD.  
Bank of China Building, and 1A, Chater Road.



**SOCONY**  
MOTOR OILS  
AND  
GASOLINE



THE CYCLE WITH A GO.  
A. J. S.

ALEX. ROSS & CO. (CHINA), LTD.  
Bank of China Building and 1A, Chater Road.

## TRAFFIC SCIENCE.

### SPECIAL GRADUATE COURSE.

Traffic is being taken out of politics and bungling into the realm of scientific research.

It has been adopted definitely as an engineering problem and has already resulted in the establishment of a special graduate course in the southern branch of the University of California. This course has been begun under special endowment and has been named the Albert Russel Erskine Bureau for Street Traffic Research.

At the head of this bureau is Professor Miller McClintock, noted traffic engineer, who was formerly connected with the Harvard University Bureau for Municipal Research, is responsible for the model traffic ordinance newly adopted by Los Angeles and is now starting on a traffic survey of Chicago with the purpose of untangling that city's difficulties.

Fellowships are granted at the University of California, designed to encourage research and a professional interest in traffic engineering. Cities are sought to offer their problems in traffic and suggestions are made for their solution.

"The traffic problem is an engineering problem," asserts Dr. McClintock, "and must be approached by the use of sound engineering technique, instead of amateur political blundering, as is the case in most cities."

#### Model Plan In Use.

Dr. McClintock sets forth Los Angeles as the model city for others to follow, with its original code of some 66 pages reduced to a simple, easily understood code of 15 pages, which can be reduced further to about four pages of simple language.

"In a twelve-month period," Dr. McClintock reports, "the new regulations have reduced accidents and fatalities by more than 30 per cent, and this in the face of an increase of 25 per cent. in automobile registration in the same period."

"The new regulations, moreover, had the effect of reducing congestion by approximately 50 per cent."

#### The Los Angeles Code.

Outstanding features of the model traffic code adopted by Los Angeles are:

Simple language in the code, simple and sufficient signs and signals.

No minors to direct traffic.

Special streets for slow-moving vehicles.

Enforced stopping at "boulevards."

Formation of "loading zones," for trucks and busses, where parking is prohibited thus eliminating double-line parking, "cruising" and further street congestion.

Limited parking times and no parking at rush hours.

Stopped street cars may be passed, only after the auto has first stopped behind it, and then proceeds slowly.

## BRITISH CYCLES.

### B.S.A. RELIABILITY.

The consistent reliability of B.S.A. Motor Bicycles is such that the regularity of B.S.A. successes in important reliability trials becomes almost monotonous, but the B.S.A. successes in several recent events are worthy of note.

In the recent Dutch Trial for the championship of Holland, the course was so severe that, out of fifty-six entrants, only twelve finished. Nevertheless, four B.S.A.'s were entered and all finished, gaining premier awards. The B.S.A. team also gained the team prize, the only one awarded.

In the London-Gloucester Trial, B.S.A. Motor Bicycles gained the only two premier awards, the Expert's Cup and the Novice's Cup, and, in addition, six silver cups.

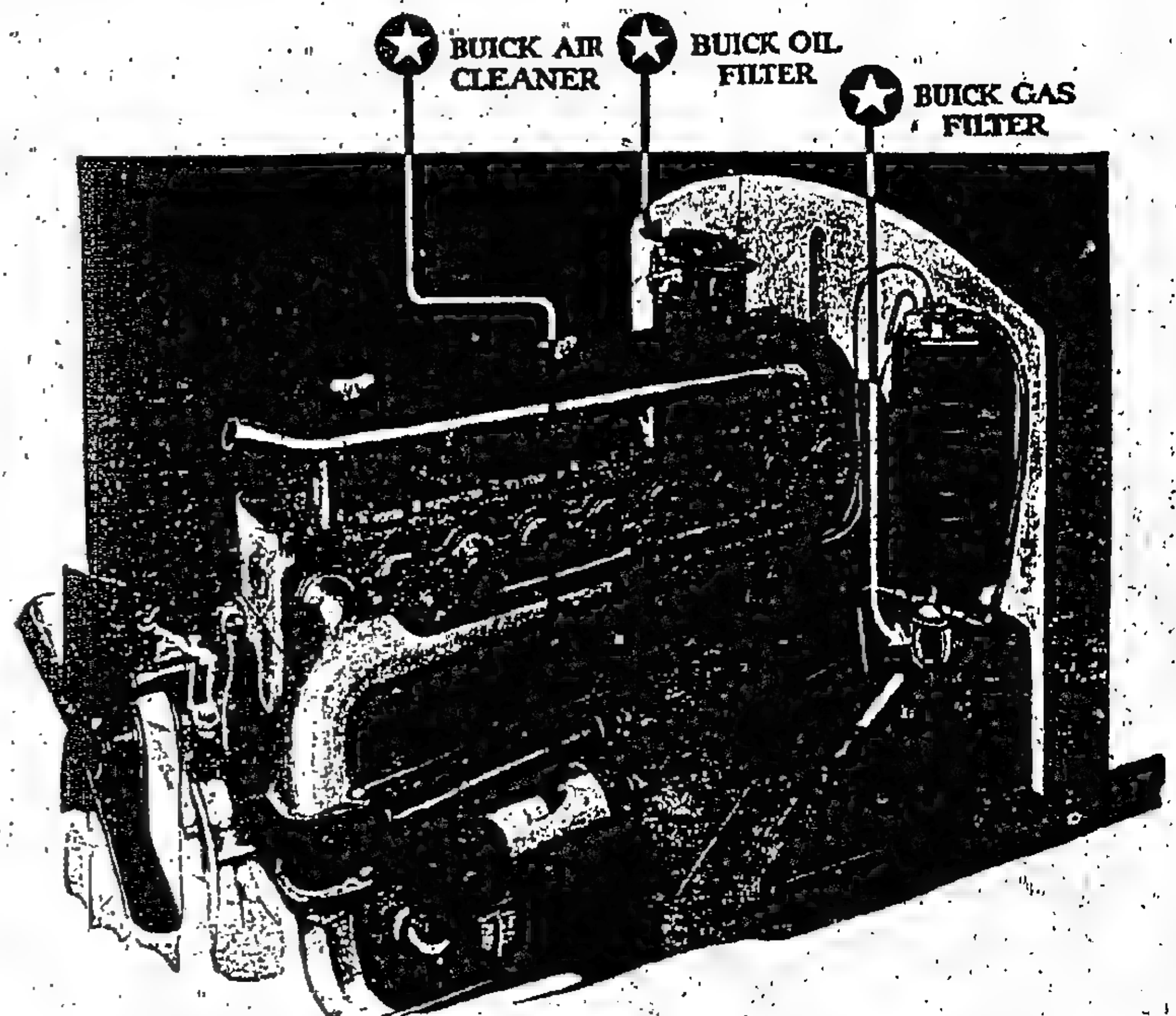
Following this, in the twenty-four hour London-Exeter-London Trial, over heavy, snow-covered roads, B.S.A.'s secured ten gold medals, premier awards, and three silver medals.

These frequent successes by amateurs prove that B.S.A. Motor Bicycles will give as good service in the hands of novices as when ridden by experts.

## ARRIVAL OF DANISH AVIATORS AT SHANGHAI.



After an adventurous flight from Canton, having had to descend 150 miles from Shanghai, at Ninghai, the Danish aviator, Lieut. Botved, and his mechanic, reached the aerodrome at Hung jao on Friday shortly after two o'clock in the afternoon. Our illustration shows the aeroplane as it began to skim low over the surrounding country before touching the ground; the two airmen as they descended from their plane; the plane just before it was placed in the hangar; and a group of officials who welcomed them, and who are, reading from left to right: Mr. C. A. C. Brun, Vice-Consul for Denmark, Mr. Wang, Assistant Secretary to the Commissioner of Foreign Affairs, the aviators, Mr. Yang, Chief Secretary to the Commissioner of Foreign Affairs and Mr. S. Langkjaer, Consul-General for Denmark.



"Triple Sealed"~ to protect the performance of Buick's famous Engine

IN THE Better Buick you will find the most important motor car improvement in recent years, the "Triple Sealed" valve-in-Head engine. oil filter and gasoline filter) prevent this—halts dirt and grit at every possible point of entry. Buick leads in motor car advancement. Wherever there are motor cars, the Buick Valve-in-Head engine is known and highly regarded for its smoothness, its extra power, its economy and its stamina. The Buick "Sealed service" places every operating at lower cost, buy a Buick.

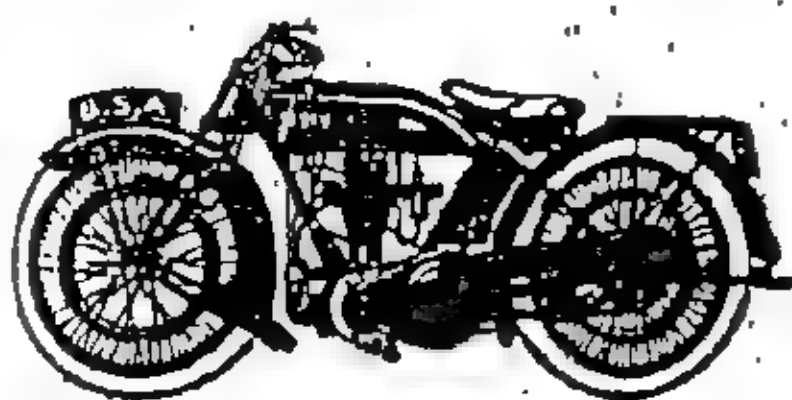


the Better Buick

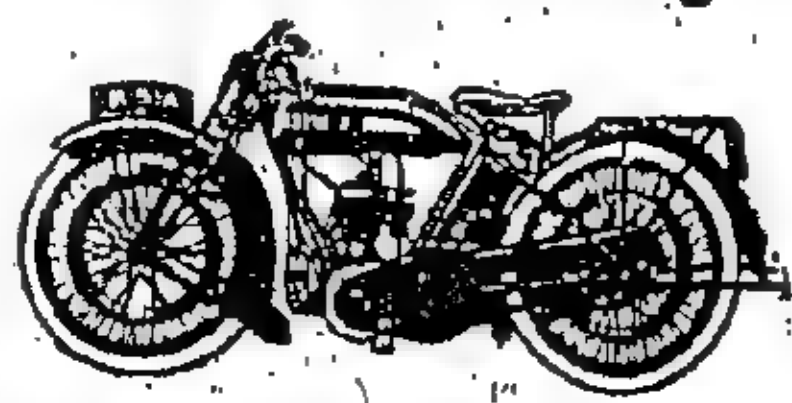
The Hongkong and Kowloon  
Taxicab Company, Limited.

33-35, Des Voeux Road Tel. C. 1030.

## B. S. A. MOTOR CYCLES



Famous For Reliability  
and Economy



Full Particulars from the  
Sole Agents:

**THE SINCERE CO.**



## LATEST STRIKE NEWS.

(Continued from Page 1).

mander Kenworthy, who alleged that the *British Gazette*, of which he understood Mr. Winston Churchill was editor, was not publishing a fair summary of the proceedings of Parliament. He also complained that the *Gazette* was "reproducing opinions of obscure newspaper correspondents abroad, saying what the Fascists would do in this case." He said this was an official paper, and it should attempt to give the news fairly and should not try to inflame passions. There were hooligans on both sides. Trade Union leaders were keeping hooligans at Hull and in the East End quiet, and nothing should be put in this official organ to inflame the passion of the hooligans of the Right to acts which would bring reprisals and lead to things which we would regret in calmer times.

Mr. Scrymgeour and Mr. Jack Jones supported Com. Kenworthy's plea. The latter declared that the Government was using public money to libel the Trade Unionists. The workers would stop "this poison-gas factory."—*Reuter*.

## FURTHER ROWDYISM.

## POLICE CHARGE AT CARDIFF.

London, May 7. Failing to suppress a strikers' attempt to interfere with a Volunteer bus at Cardiff, the police charged with truncheons. Some women were trampled in the stampede. Two persons were injured and one arrested.

## TROUBLE AT HULL.

There was further trouble at Hull to-day. The police with batons charged strikers in the City Square. Several were injured and seven were treated at the Infirmary.

## CUTTING OFF ELECTRICITY.

Attempts have been made in the provinces to cut off electricity and essential services by calling on the men at the power stations, but the strikers have been successfully replaced. The position in the 74 power stations in London is quite satisfactory with the exception of Battersea, Bermondsey, Foplar, Stepney and West Ham.

Three important London hospitals lack electricity, owing to the Stepney power station cutting off the supply. The *British Gazette* in this connection says this shows the incompetence of the Trade Union Congress, who promised no interference with hospitals.

## STRIKERS' SENTENCES.

Numerous strikers have been sentenced to six months' imprisonment with hard labour for interfering with the police.—*Reuter*.

## TRANSPORT FACILITIES.

## BETTER SERVICE REPORTED.

London, May 7. More engine crews have resumed on the Great Western and fuller train service is running. There is an increase in the train bus and tramway services of Lancashire.—*Reuter*.

## MISCELLANEOUS ITEMS.

## SEVERAL COTTON MILLS CLOSE.

Several cotton mills in the Preston district closed to-day, and others are expected to follow.

## A WARNING.

Messrs. Lyons, the caterers, have posted up notices at their London Headquarters warning that "Members of the staff not reporting for duties before noon on May 8, will have their jobs filled."

## OUTGOING MAILE.

The out-going Australian, Indian and South African mails this week, have been delivered to the ports of departure by road.

## COAL FREIGHTS.

Amsterdam, May 7. Coal freights to the Mediterranean have been reduced fifteen per cent. Freight has slumped despite the rush and the vast tonnage available. The price of bunker coal at the new waterway for ships in ballast has risen to 24/6 and for loaded in ships 26/6.—*Reuter*.

WHAT THE CHURCHES RECOMMEND. After a full conference of the Christian Churches of Britain, the Archbishop of Canterbury appeals to all parties in the present crisis to resume negotiations, urging

## GERMAN STEEL TRUST.

## A HUGE COMBINE.

Berlin, May 7. The Rhenish Westphalian Steel Trust officially came into existence to-day and is known as the Vereinigte Stahlwerke Aktien-Gesellschaft. It formally took over the Phoenix, the Rhein Stahl, the Gelsenkirchen, the Bochumer, the Deutsch Luxemburg, the Vanderzyp, Enxwisen, and the Thyssen works.

The managing director of the trust, which has a capital of eight hundred million marks, is Dr. Voegler.—*Reuter*.

Berlin, March 26.—The companies out of which the big Rhenish Steel Trust, the "United Steel Works," is being formed are holding general meetings in Berlin for the purpose of obtaining the necessary authority from the shareholders to complete the scheme.

The firms concerned are the Phoenix, Thyssen, Rhein Stahl, Van der Zypen, and the Rhein-Elbe Union (consisting of the Deutsche-Luxemburg-Bochumerverein and Gelsenkirchen companies). Krupp, it will be remembered, decided at an early stage in the negotiations not to enter the combine. The Phoenix A.G. fur Bergbau und Huttenbetrieb and the Van der Zypen Wessener Eisenhuten A.G. held their meetings this morning, and the Rhein Stahl (Rheinische Stahlwerke A.G.) in the afternoon. At the Phoenix meeting to-day details of the scheme were given.

So far the Vereinigte Stahlwerke A.G. has been in existence for some weeks in the form of an organization company with a capital of 50,000 marks (£2,500), and has been working out the plans for the final amalgamation. When the scheme is completed the capital will be 100,000,000 marks (£40,000,000), and the companies will participate in the following proportions: Rhein Elbe Union, 39.5 per cent.; Thyssen, 26 per cent.; Phoenix, 23.95 per cent.; the Rhein Stahl, 8.5 per cent.; and the Van der Zypen (83 per cent. of whose shares are held by Phoenix), 2.35 per cent. The percentages are worked out mainly on the basis of coal output, raw iron output, and steel production. The headquarters of the trust will be in Dusseldorf, and the mines management will have its seat at Essen.

that simultaneously and concurrently; firstly that the T.U.C. called the general strike; secondly that the Government renew its offer of assistance to the coal industry for a short period; and, thirdly, that the coal-owners withdraw the new wages scale recently issued.—*Reuter*.

## OTHER NEWS.

Rugby, May 7. The postal services, which at first, suffered some delay have improved to such an extent that the London Post Offices were reported at five o'clock this afternoon to be practically clear.

With regard to fish supplies 182 vessels in all have landed to-day at various ports and their total catches will not be less than 2,000 tons. Emergency transport has been organized almost entirely by the fishing industry itself and is working efficiently.

Owing to lack of steamer transport a considerable consignment of mails from various parts of England was conveyed to Belfast to-day by destroyer from Liverpool.—*British Wireless*.

## FOREIGN ACTION.

## DANISH WORKERS TO STRIKE.

Copenhagen, May 7. The Executive Committee of the Danish Trade Unions to-day gave the Employers' Association preliminary notice of a strike in support of the British strikers.—*Reuter*.

## SOVIET HELP.

Moscow, May 7. The Soviet General Council of Trade Unions has transferred two million roubles to the T.U.C. as the second instalment of a collection among Soviet Unions. Mr. Foulton, the Publicity Chairman of the T. U. C., states that the Council has heard nothing about "Red" international financial assistance. It was impossible to say what would be the attitude of the Council if the gift were offered.—*Reuter*.

Copenhagen, Later. It is explained that the Danish sympathy strike cannot be fixed for a week and could not begin for a fortnight at the earliest.—*Reuter*.

## ASSAULTED POLICE.

## A EUROPEAN FINED.

M. P. Concannon, was charged before Mr. R. E. Lindsell, at the Central Magistracy this morning, with being drunk and disorderly and with assaulting an Indian constable at Blake Pier at 3.10 this morning.

Evidence was given to the effect that, without any provocation whatever, the defendant, in going on to the pier, struck an Indian constable on duty at this post, preceding this act by knocking off the officer's turban and throwing it into the water. Concannon's companion vainly endeavoured to restrain him.

A scuffle ensued as other Indian constables came to the help of the policeman, and eventually the defendant was taken to the Central Police Station on the arrival of a European Sergeant, who took charge.

Force had to be used in a search made of the defendant in the charge room and again when he was being led to the cells for the night.

Concannon, in reply to the Magistrate, expressed regret over what had occurred. Whilst admitting that he was the worse for drink, and stating that he did not dispute the evidence given by the Indian constable, he further said that the only thing he remembered was being involved in a fight with four Indian constables. In the ordinary course he would not have thought of assaulting a "native policeman," and he surmised that some deep provocation must have been offered, although he could not recall the nature of this provocation.

His Worship said that on the evidence it was perfectly clear that Concannon must have started the row by knocking off the Indian's turban. His Worship found the charges proved. For being drunk and disorderly a fine of \$10 was imposed, and for assaulting a policeman a further fine of \$25 was inflicted.

## DELUDED NEGRO.

## SEARCH FOR RICH RELATIVES.

In pursuit of a phantom which has led him from port to port never reaching the end of his journey, Moses Little, a negro from Jamaica, has at last come to Hongkong, where his case has received the attention of the police.

Moses Little called at the Central Police Station at the end of last month to get a passport, when the police made the discovery that a revolver enclosed in a neat holder of American design was in his possession. Moses had neglected to inform the police and he was forthwith held on a charge of not having a proper permit.

The next thing that happened to Moses was his appearance before the Magistrate on still another charge of lacking a passport. He told the Bench that he was looking for his people, who had got rich in the Spanish-American War in 1899. He had a very vague idea of their present whereabouts. Sometimes he thought they were in England; at other times he believed they were in Singapore or China, but was at no time was he very sure of his destination.

The police here are of the view that Moses is suffering from a delusion. He will be returned to the States, as it has been decided that this is the best thing that can be done for him.

When brought up before Mr. R. E. Lindsell on remand to-day, Moses was fined \$25 for not having an arms permit and warned with regard to his not having a proper passport.

## GERMAN AIRCRAFT.

## AN AGREEMENT REACHED.

Rugby, May 7. Negotiations which have been taking place for several months between representatives of the Conference of Ambassadors and German Government regarding German aircraft resulted in an agreement to-day. It takes the form of an exchange of Notes with annexes between the Ambassadors' Conference and the German Ambassador in Paris. The texts of various documents have been finalized and will be signed when approved by the Governments concerned.—*British Wireless*.

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## AN ELEMENTAL FUNCTION.

By the Rev. G. R. Lindsay, M.A.

The Lord Jesus did not need to teach men to pray, for men had prayed for centuries before He came. He took prayer for granted, but told them how and when to pray, and to do so in His name. All sorts of difficulties have been put in the way, but the world still goes on praying, often crudely but still praying, and will continue to do so.

Someone has said that "like breathing or eating, we engage in it because we are human, and afterward argue about it." Prayer is an elemental function of a man's life; he never outgrows it; it is suited to all stages of his development.

The experience of some, may seem to deny this. They have given up praying and get on fairly well without it, and even disbelieve in prayer. But they must admit that disbelief lies in their opinions and not in their impulses.

The message for this evening is "Pray Ye Therefore." And first because of its inconceivable worth to the Christian life. Prayer establishes communion with God. Our action completes the circuit, and brings us into real touch with our Father. When we pray, we open the windows of our soul to heaven. Prayer sets the tone and standard of our life. As regular exercise gives the body a certain poise and excellence of bearing, so regular prayer keeps the standard of our life high and pure.

One thing needs to be emphasized—that we pray not to ingratiate God, to make Him willing or to turn a reluctant Being to ourselves, but to turn to Him; not to propitiate God, but to appropriate Him. The true object of prayer is not our success and our happiness, but to know Him and to love holiness. If prayer is to make us good, it is because He is more to us than all His gifts. Christian prayer is primarily adoration.

## NEW YORK SENSATION.

## PROMINENT EX-OFFICIALS CHARGED.

New York, May 7. A Federal Grand Jury has indicted Mr. Henry M. Daugherty, until recently Attorney General of the United States, and Mr. Thomas Miller, late Alien Property Custodian, on charges of conspiracy in connection with the disposal of the property of the American Metals Company.

The case involves property worth seven million dollars, seized during the war as belonging to enemy aliens. The indictment is in part that there was a conspiracy to enable Daugherty and Miller and others to receive from claimants securities valued at \$301,000 which had been paid in, by putting through a transfer deal.—*Reuter's American Service*.

## EXCHANGE RATES.

	Rugby, May 7.
Paris	155 1/2
Brussels	168 1/2
Amsterdam	12 08 1/2
Berlin	20 38 1/2
Copenhagen	18 58 1/2
Vienna	84 40 1/2
Helsingfors	192 1/2
Lisbon	217 1/2
Buenos Aires	45 8/16
Shanghai	21 1/2
Yokohama	111 8/16
New York	48 5/16
Geneva	25 10 1/2
Milan	121 1/10
Stockholm	18 1/10
Oslo	22 58 1/2
Prague	21 10 1/2
Madrid	37 1/2
Rio	7 5/82
Bombay	1/5 20/32
Hongkong	2/8
Silver (spot & forward)	20 15/16

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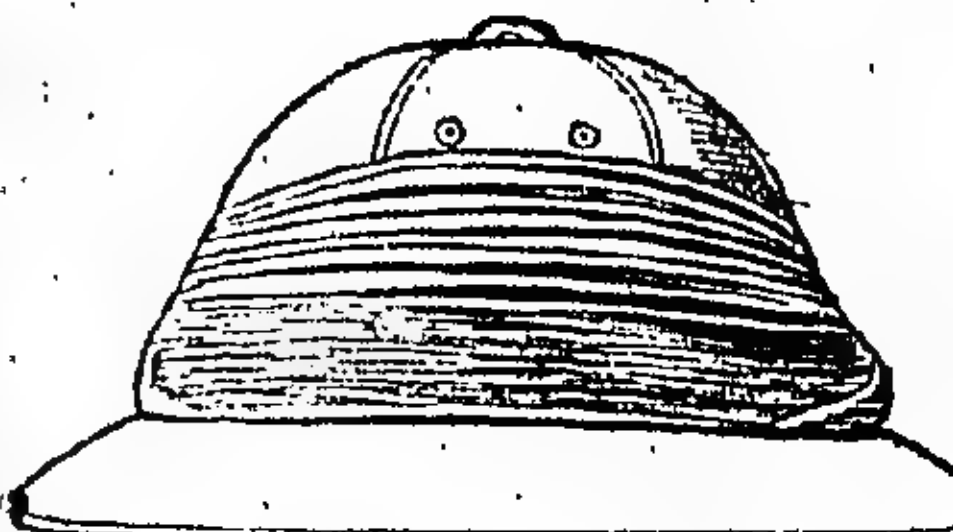
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## Sheer Frocks

WITH daytime frocks of gossamer thinness and revealing evening gowns your skin must be free from hair blemish and your arms from armpit to wrist immaculate. The presence of superfluous hair is most distasteful.

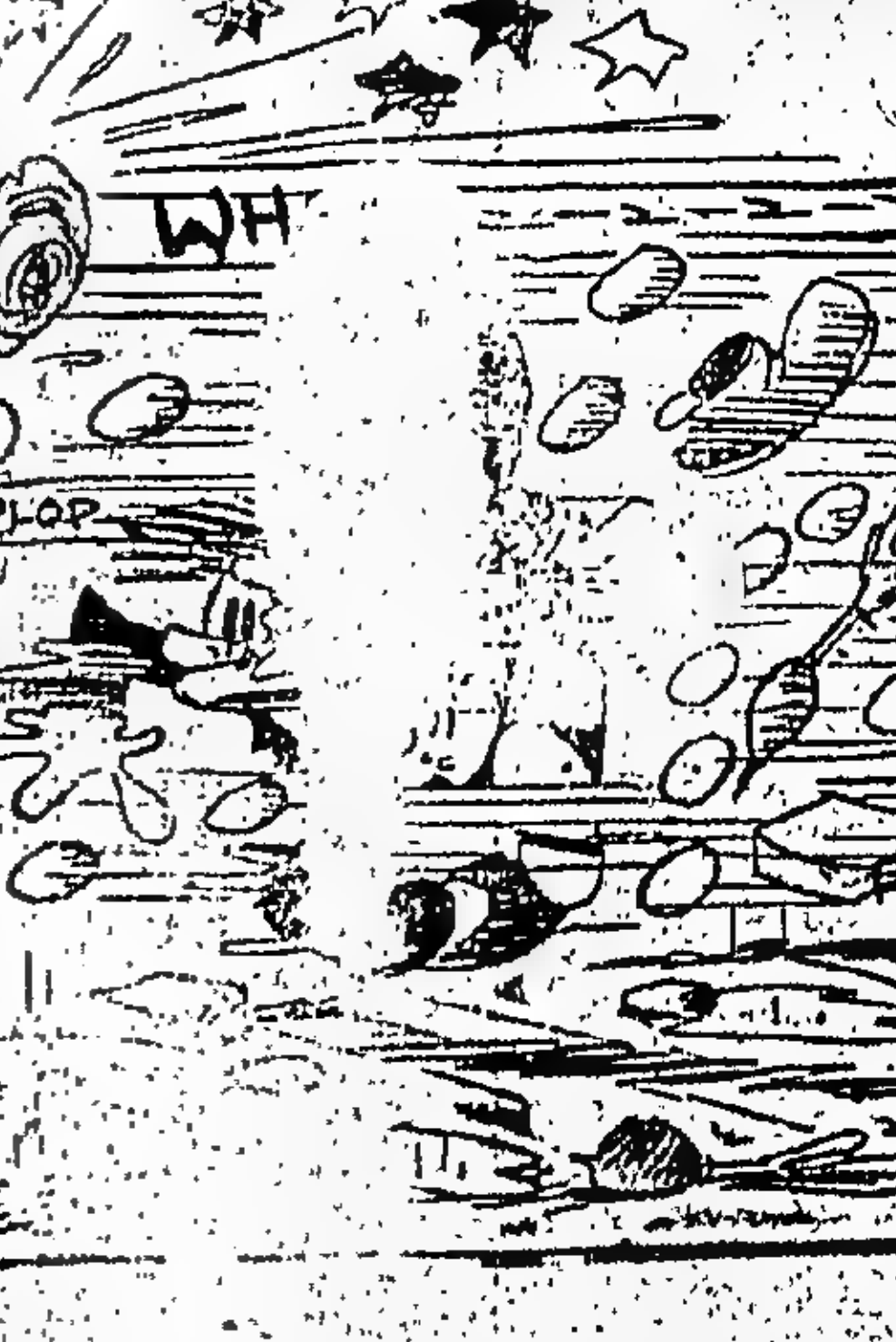
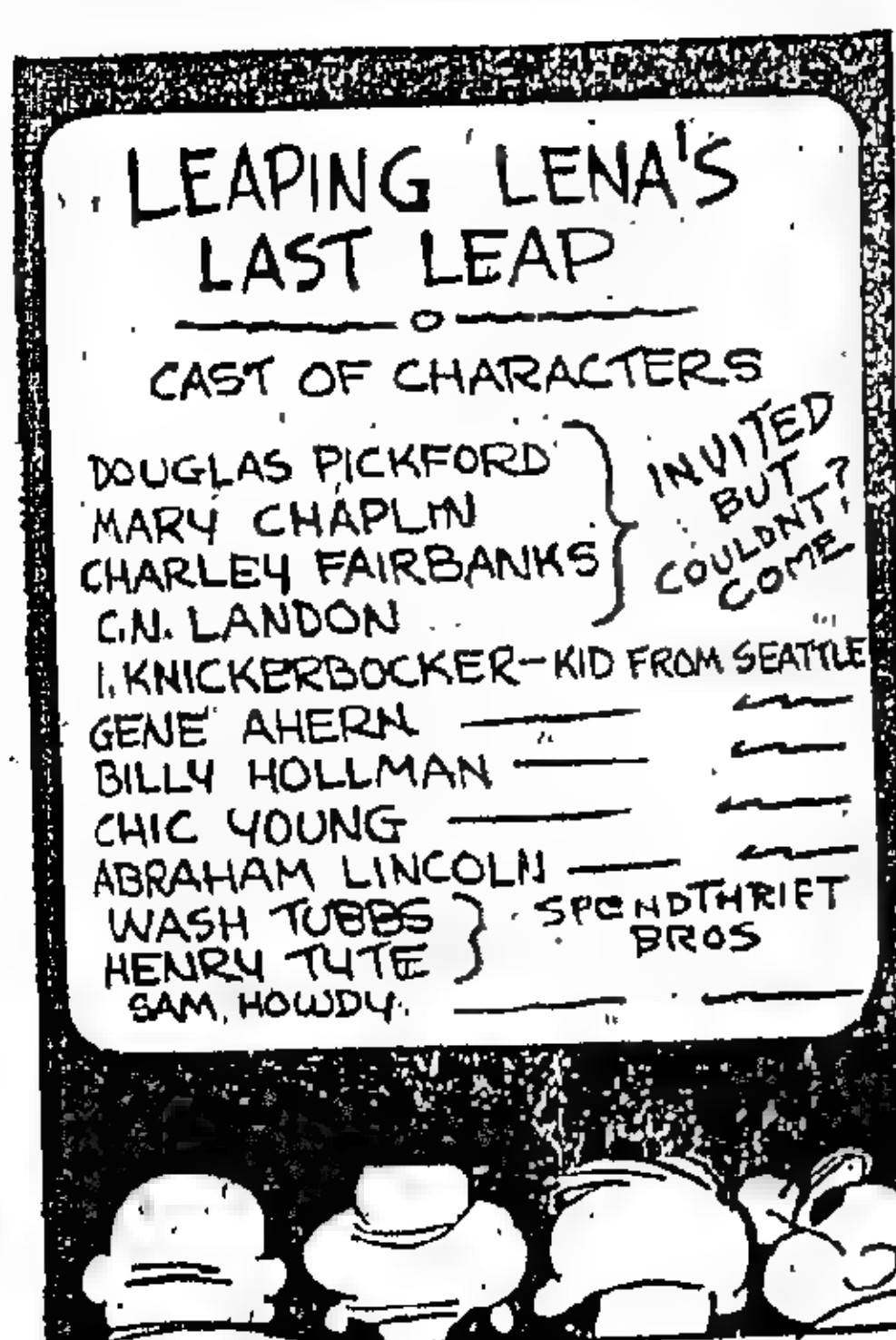
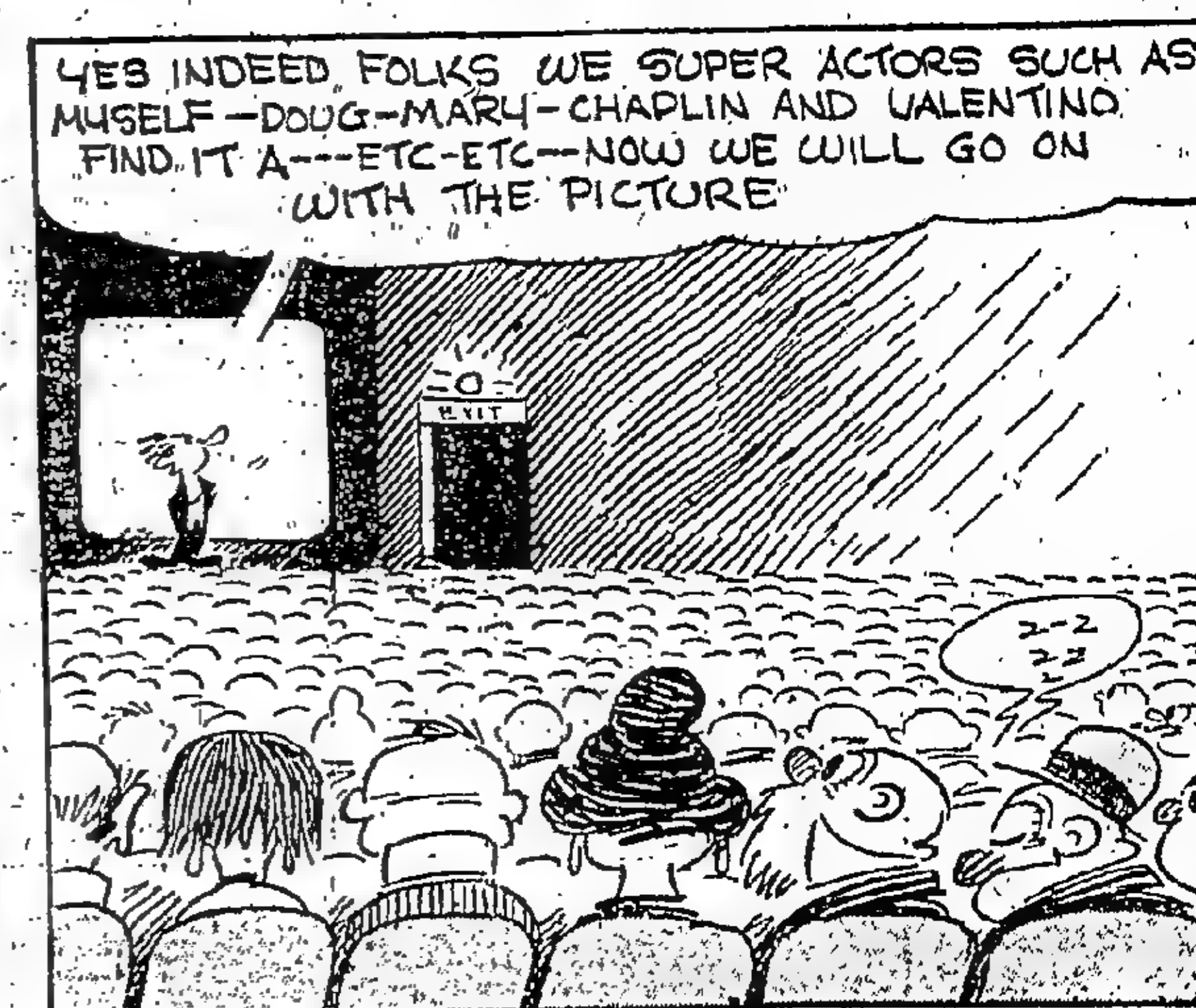
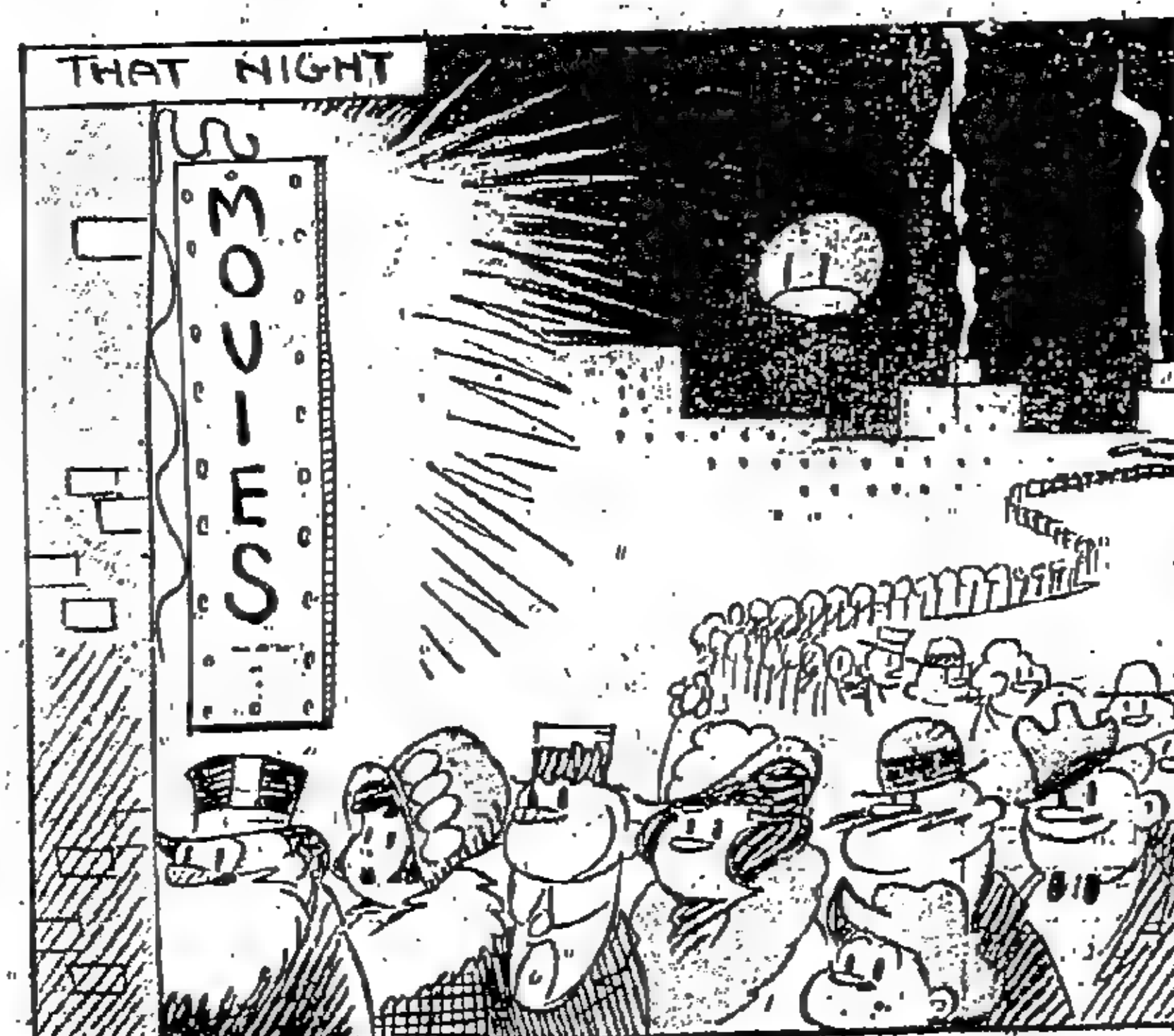
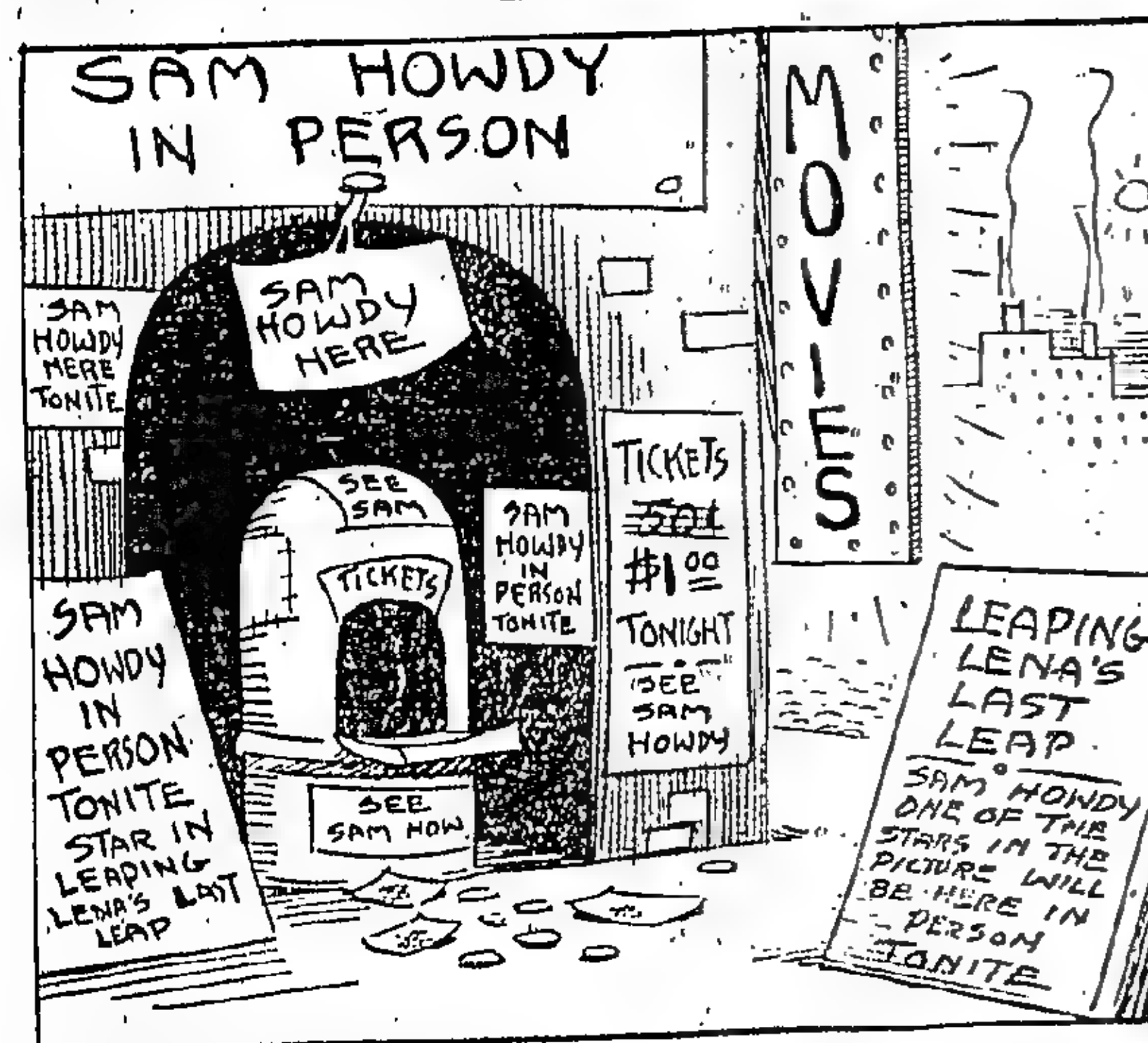
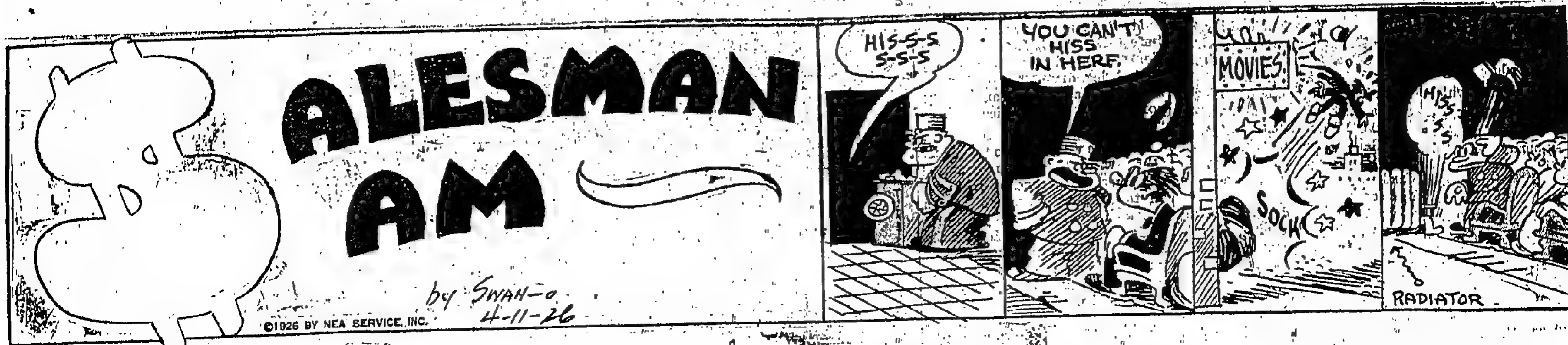
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## THE ART OF CORSETRY.

Theoretically few women wear corsets nowadays; no one wears the corsets of even 10 years ago. And yet the whole art of making corsets, buying corsets, and selling corsets has been elevated to a science, especially the art of selling them!

At frequent intervals a well-known firm of corset manufacturers holds a course in the art of selling, fitting, and teaching women how to wear the corset of to-day. First they attend a lecture or two by one of the cleverest corset buyers in London; then they are shown all the different types of women likely to be customers—the woman with small hips and big busts, the flat-chested women with expansive diaphragms, the woman with a naturally small waist, but who lacks the flat, boyish back now fashionable. The pupils are given all sorts and conditions of corsets, corselettes, and brassieres, and shown the type for each style of figure.

## VARIOUS BRANCHES.

After that comes another lecture on the different corsets for various diseases, for there are special corsets for wear after operations, and, most important of all, the maternity corset.

This branch alone takes a good deal of study. The maternity corset of to-day aims at support; it prevents the over-straining of muscles and keeps the hips and all the parts of the body in order. Then there are special corsets for wear after child-birth, and the students are taught how to take measurements while the patient is still in bed, so that she need not endure the discomfort of corsets that do not fit when she first gets up.

At the end of the course the students are examined, both by a

set of written questions and in fitting, judging at a glance the best type of corset to offer each client, so that there shall not be a lot of tiresome trying-on, and on showing women exactly how to put on a corset—a thing many women do not know.



A practical cape-coat for street wear is shown in brown and tan tweed check at extreme left. The bride wears the modish circular sculptured skirt. The bouffant afternoon "deb frock" shows the use of tulle, and the young lady in print tells what prints will do this season.

## DRAUGHTS BOARD SWEATER.

The draughts board sweater is among the novelties featured among the new sports clothes for women, the inspiration having come, apparently, from an exclusive little shop which supplies golf and tennis attire to most well-known society women.

One such sleeveless pullover caused considerable interest among those who saw it recently. It was a perfectly plain knitted jumper, except for the centre of the front, which had obviously been inspired by a draughts or chess board. There, in bold design, was a patch of such a games board, as if somebody had taken a dozen of the black and white squares, pulled them slightly out of shape and stuck them on to the middle of m'lady's sweater.

The sleeveless sweater now is an essential item in the well-dressed woman's wardrobe, but the garment is by no means so now as up-to-date woman imagine. Some of the models by a distant, if distant, resemblance to the jinkins and hug-me-tights of other days. A dress designer said recently that he had found a legitimate woollen hug-me-tight, of about the Jane Austen period, of great assistance in creating new and entirely modern sleeveless sweaters and "under coats."

## THIS WEEK'S RECIPE.

## GOLDEN TART.

Sufficient short paste to line a buttered dish or mould (a shallow one), 2 ounces grated bread crumbs, 1 teaspoonful of golden syrup. Roll the pastry rather thin, and line the dish or mould. Mix some of the golden syrup with the bread crumbs, and spread it over the pastry about half-inch thick. Bake in a moderate oven, adding more golden syrup when necessary.

## CONTRASTS IN COIFFEURS.



The American Master Hair Dressers Association smiles with intense satisfaction on the way. Edna Purviance wears her hair in the upper picture, and likewise on the style illustrated at the left below. But the bob at the lower right? Believe, m'lady, beware!

## INTERESTING ITEMS.

Men are carrying vanity cases in public, dainty little vanity cases in filigreed gold and burnished metals!

Stockings continue greyish and nudish. Shades known as grey-beige, apricot-tan, field mouse and sunset are popular.

Scarves as gay as tropical butterflies take the place of evening wraps at Palm Beach and Atlantic City's winter boardwalk.

If you have furnished your flat with the cut glass and silver collected from bridge parties you'll enjoy coming Raymond's "Whys of Auction Bridge." It not only says "don't do this and do that" but it explains why!

The neck, they tell us, of the perfect woman should be just double the circumference of her wrist. Two slave bracelets should make a choker. The slave bracelet will not die. It's modern freeborn woman's hanker for a remnant of the past, no doubt.

The girls who "juss" must wear something different may like the new "musical dresses." Deep borders of a musical scale pattern with sharps and flats playing tag over the scale appear on some of the new silks.

They keep right on talking about the kinetic skirt, the skirt that never stays still but is alive with the energy of ripples and flares and all the things that make movements in skirt like waves stirred by a gentle breeze.

They're making exquisite, fairy-like evening gowns of mesh bag mail in Paris. Fine jeweller's mesh embroidered in crystal beads until the wearer looks like a lady from the Age of Chivalry times!

Women will soon be bald and have whiskers on their chins unless they stop hobbling their hair, says a hair expert who explains that constant "outting" atrophies the scalp muscles and nerves and causes the hair to drop from the scalp and appear elsewhere on the body, especially on the face.

Taffeta is the spring bell-ringer fabric for dressy, year. Bouffant evening frocks in pastel and passionate shades; strict taffeta frocks of black, and other sober hues; and plaid taffetas for sport frocks. And print taffetas galore, of course!

## THE NEW SLEEVES.

The new sleeves are all alike in one thing—they behave very quietly down to the elbow. But after that, there's no holding them at all. On some evening frocks they even begin there, with an interval of bare arm between elbow and shoulder. Singularly ugly, of course, but "so new, Modam." It is a little like the Georgian effect of plain upper sleeves ending in voluminous frills from elbow to wrist, but being more freakish, it is not nearly so charming.

Day-time sleeves can really do whatever they like, from the elbow onwards. They can be long and tight, or long and wide at the cuff, or very full and caught into a little round band. Those on afternoon, or informal evening frocks are very elaborate affairs; on sports and morning frocks they are, of course, quite plain and tailored-looking.

## AS TO GARTERS.



Unique decorations for m'lady's dimpled knees, these. The Paris studio of Lazorski.

## THE FLYING SCARF.

The flying scarf is the latest invention of the dance girl for the annoyance of her partner.

It appears on about four out of five of the new evening frocks, and the other night at a dance club a well-known Society woman was holding a jewelled bag, a vanity case, and, with the same hand, trying to capture the end of her flying scarf to prevent it twisting round some other dancer's neck.

Strictly speaking, the flying scarf is not a scarf at all, but it certainly "flies," either from the shoulder or the centre of the back of the neck of the dancer's dress.

An Englishman who is one of the chief of Paris' dressmakers, is among the designers who are making use of the new idea, and an evening dress from this house, in printed chiffon, had a round neck, from the back of which floated or "flew" long wide streamers.

## KNOTTED AT THE BACK.

Another French dress of a heavily embroidered silk, with one of the new tiered skirts, had a flying scarf fixed on the right shoulder.

Sometimes a scarf "flies" from each shoulder at the back, and if the wearer of the dress is kind-hearted, these two scarves are knotted together somewhere near the waist, so that they cannot float so far away into the air.

The flying scarf, as seen on the evening dress of the moment, is purely ornamental, and is not meant to be used as a scarf. Indeed, in most instances, it is so fixed that only by jerking her dress out of position could a woman possibly twist her flying trimming round her neck.

## SILKEN RUNS.

Is there no real way of blocking pesky runners in a stocking? That's a question every girl would like to know. Oftentimes when first they wear 'em, fate just steps right out to tear 'em, and a runner's very shortly on the go!

Though they pay a pretty penny for their stockings, there's not any girl who feels she's absolutely safe and sound. For they never can tell what minute, little stairways will be in it just to work their merry way up from the ground.

Gas, it really seems a pity.

## "MISS TYPICAL AMERICAN."

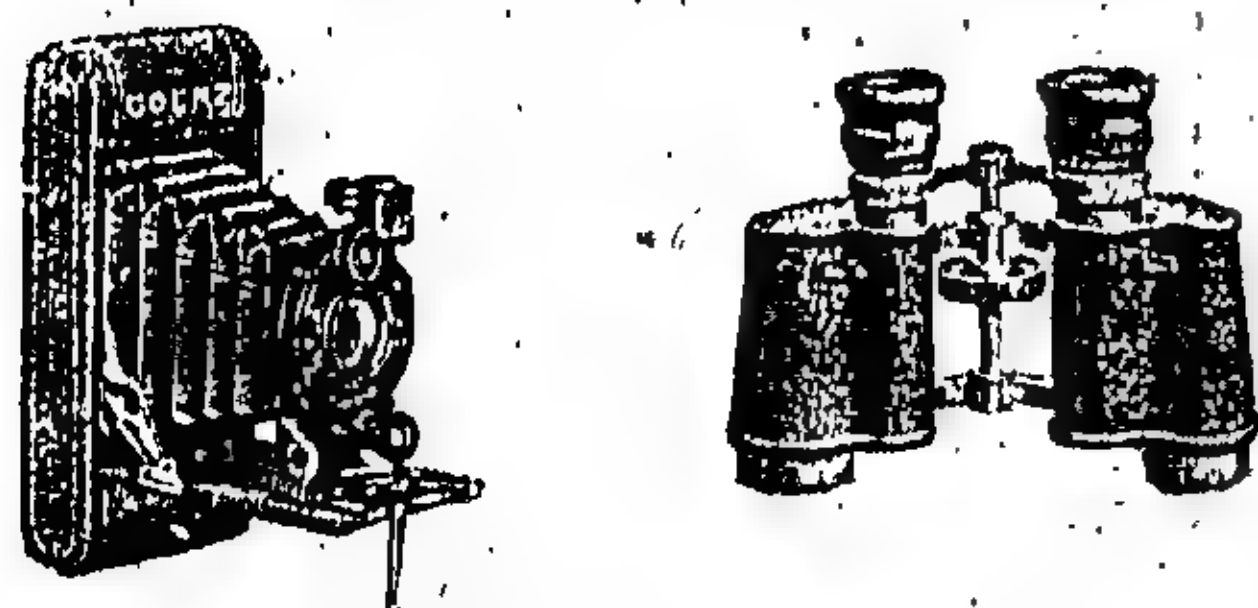


Miss Faye, Miss Faye.



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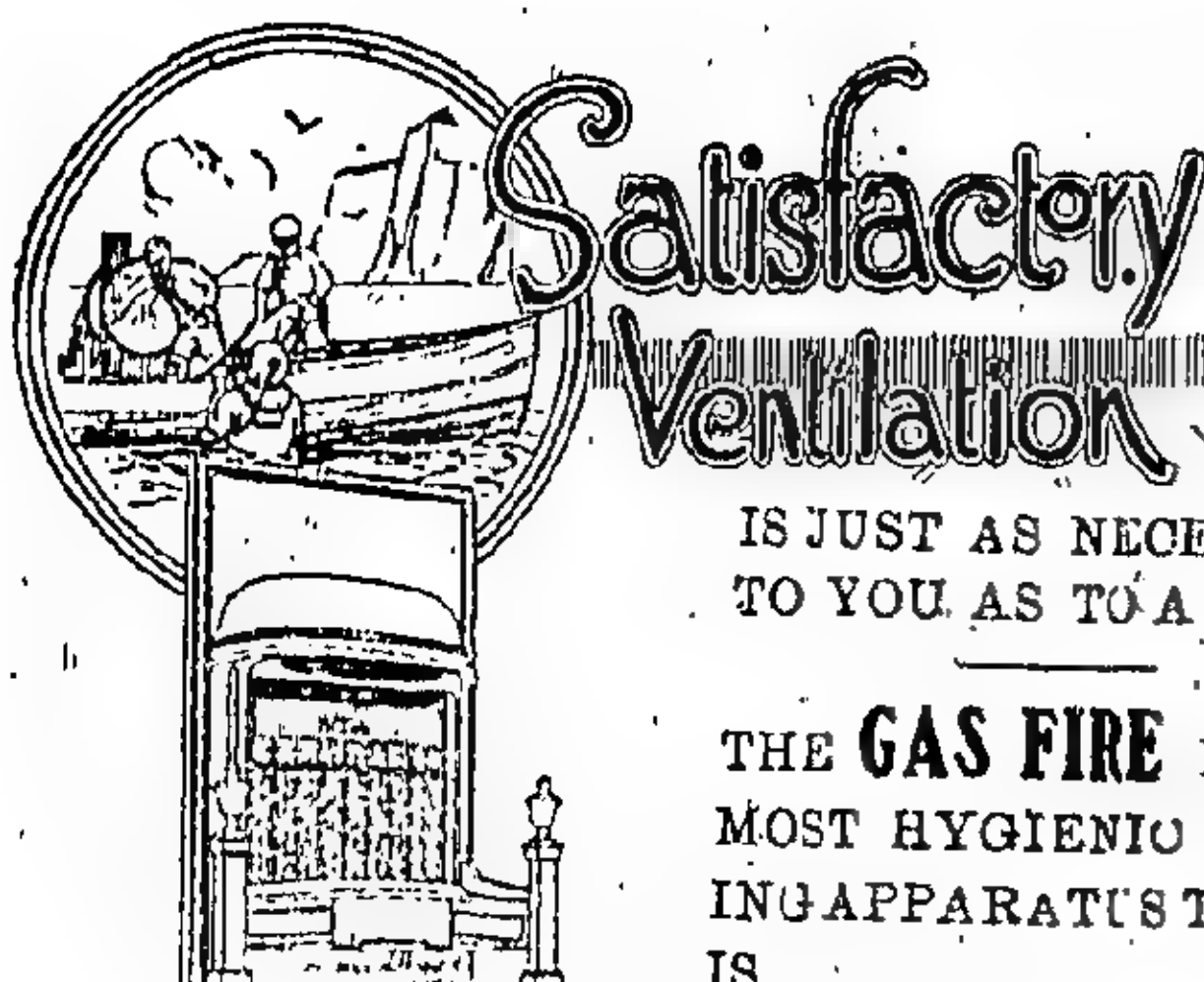
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**CLAIM FOR DYED HAIR.**

PLAY PRODUCER, ACCUSED BY ACTOR.

Los Angeles, March 18.—Emmett Corrigan, actor in a road production of "What Price Glory?" to-day filed suit in United States District Court here against Louis O. Macloon, Lillian A. Macloon and the Playhouse Corporation, asking more than \$350,000 damages, including \$33,000 for having been forced to dye his hair.

Macloon, prominent in Los Angeles theatrical circles, now is in San Francisco.

Corrigan declared that the company in which he was engaged failed to complete its road schedule, and asked \$5,750 on this score from each defendant. Next he requested the court to assess each defendant \$11,000 for forcing him to dye his hair.

Finally, alleged the actor, when he complained to the Actors' Equity Association of the treatment at Macloon's hand the said Macloon wrote the association that Corrigan was a "notorious trouble maker," and for this item he would charge each of the three defendants an even \$100,000.

Louis O. Macloon arrived in San Francisco yesterday, and when told of Corrigan's suit, he exclaimed, "Finel More power to him! He accuses me of defaming his character, and I didn't know he had any."

"I told him to dye his hair dark brown, and, instead, he dyed it spinach colour. The Actors' Equity Association forced him to do it, anyway. The union rules say that an actor must play the part in the manner in which the manager desires. His natural white hair was obviously impossible for the part, I told him to dye it, and he flatly refused. Later his own union rules forced him to do it. That tickled me, for it was the first break that I ever got from the Equity."

"As for his being a trouble maker, that's easy enough to establish. He was with me for 26 weeks all told, and he made trouble every single week."—Chronicle.

**OIL UNDER ROME**

A HISTORIAN'S INGENUOUS "THEORY."

Rome, Mar. 9.—That the subsoil of Rome contains various potential oil gushers comes as an exasperating realization to a country that is searching eagerly for native petrol, and is, on the other hand, determined to restore Rome its classic dignity as a radiant capital under unswerving skies. The presence of oil has not only been revealed by modern experiment, but has been known for hundreds of years—if the generations had only been able to read their Roman history in the light of present-day scientific knowledge.

This at least is the ingenious assertion of Signor Cocchelli, who supports his thesis with a surprising succession of facts in a contribution to the official municipal publication Capitolium. Working from an analysis of the history of Rome's subsoil, he shows that a volcanic rent revealing burning oil explains rationally the sacrifice of Quintus Curtius in the flaming pit that opened amidst the Forum, and also holds the secret of the eternal light peculiar to the cult of Vesta.

Christian writers, among them St. Jerome, refer to the phenomenon in Rome of burning waters, and the taberna meritoria is where evidently an oil spring gushed, and is also the site upon which was built in the Fifth Century the basilica of S. Maria in Trastevere, which bears the inscription in the crypt fons olei. Taking this fact as a starting point the celebrated Roman scientist, Morichini, traced evidences of oil at various locations along the Tiber valley within the city.

The legends attaching to the fons olei are shown to have a substratum of truth, and while evidences of ancient wells do not perhaps justify intensive research and sinkings to-day in the precise locations indicated by history, modern engineers nevertheless are now following up the traces opened by these ancient wells into the Roman outskirts, where it is hoped that considerable volumes of the long looked-for mineral riches will be at last struck.

**"SECRET" OF THE ASTOR FORTUNE.**

AMERICAN STORY OF ITS ORIGIN.

Viscount Astor, Lady Astor M.P., and Major J. J. Astor will be surprised to learn from Professor Herbert Bolton, of the University of California, that they owe their millions to the enterprise of Captain Kidd, the Grand Old Man among pirates!

This surprising story is put forward by the professor, who admits, however, that it is founded on a tale told to him by a member of a family which owned Deer Island, off the coast of Maine. Deer Island, "was commonly reputed to be a hiding-place for Captain Kidd's spoils."

It appears from this narrative that Mr. John Jacob Astor, the founder of the Astor fortune, met a trapper named Carter who had been fortunate enough to find the pirate's stores of gold. The trapper was apparently of a philanthropic turn of mind, for he is said to have sold the "cache" for the trifling sum of \$1,000. Mr. Astor, it is said, brought the treasure to England where he disposed of it for \$1,400,000, which was a good bargain even in those days.

This inspiring story was discovered says a special cable to the New York Herald (Paris edition) by a Mr. Olmstead, whose family owned Deer Island. Mr. Olmstead while on the island found a cave, visible only at low tide. Traces could be seen of chests having been buried in the sand.

**RUINS SEARCHED.**

Mr. Olmstead, thrilled by the discovery, searched in the ruins of Carter's cabin. Here he found a further thrill in the shape of a slip of paper bearing the words, "Absolute secrecy must be maintained.—Aster."

Mr. Olmstead, hot on the scent, took to the study of old bank records. He found that prior to 1802 John Jacob Astor's deposits varied from £200 to £400. Suddenly, in 1802, there appeared a striking entry of £1,400,000 on the credit side. The entry bore an explanatory note. "French and Spanish coin and considerable jewellery."

The investigator is now stated to have come to London, where he was lucky enough to trace an old jewellery firm which had paid Mr. Astor £1,400,000 for a treasure chest which was eventually traced to a Vermont junk dealer's shop. It was, of course, empty when Mr. Olmstead found it.

**A NEGLECTED GRAVE.**

EARL OF YPRES' UNMARKED TOMB.

By a strange irony of fate, while no effort has been spared to mark the last resting place of even the humblest private who died during the war, the grave of one of the country's greatest soldiers is still unmarked by stone or cross.

In the quiet little village churchyard of Ripple, Kent, there is an insignificant grass-covered mound, surmounted by a few withered and leafless twigs. Yet this sadly-neglected spot is the grave of the late Field-Marshal French, Earl of Ypres, commander of the "Contemptible Little Army."

As a Daily Chronicle representative searched for the place, the sexton, Thomas Bennett, who was clipping the grass on an adjoining grave, paused in his task.

HUNDREDS OF PILGRIMS. "Is it French's grave?" he said. He pointed to "that little, little grave, that obscure grave," and added: "Hundreds of folk come here to see it; 20 or 30 every week."

"They cannot find it themselves, and when I point it out to them they are surprised to find that there is no stone or other memorial to mark the spot."

"Nothing has been done to it beyond the turf which I put there myself, but I suppose it will have a stone or something some day." At the Field-Marshal's funeral in May last, despite torrential rain, military and civilians crowded the little churchyard, the roadway and the adjoining meadows to pay homage to the great soldier.

Now a few feet of turf, sinking at the foot, is the only indication of the tomb where a repose—in the churchyard of the village in which he was born—the ashes of one of England's greatest warriors.

**CRIME WAVE IN NEW YORK.**

263 MURDERS TO LONDON'S 42.

Governor Smith, of New York State, has issued a special message to the Legislature asking that body, in a determined effort to deal with the crime wave, to pass a law setting up a Commission of Inquiry.

He quotes appalling figures, the significance of which the public here recognize only too well.

Deaths by violence, which are increasing yearly, reached 11,000 in 1922 throughout the country. While England and Wales in 1921 had 149 cases of homicide, one city in the United States alone had 237.

In 1923 England, with a population of 38,000,000, had 151 cases of homicides; Chicago, with its 3,000,000 population, had 389. London last year had 42 murders; New York had 262.

Crime is not confined to the American cities, as is usually thought, the Governor points out, but is spread throughout the country almost in proportion to the density of the population. He offers no remedies, but apparently suggests that so-called humanitarian legislation and the granting of paroles and bail too freely may be responsible.

**FORGED PARDONS.**

In numerous cases lately men found guilty of several crimes of violence have actually been found to be on bail for previous offences.

The new Tammany administration in New York city is vigorously reforming the police force. An inquiry was launched into one "traffic" court where a complete organization appears to have existed by which offenders were met in the hall by officials in league with policemen, who gave "pardon" with a rubber stamp forgery of the magistrate's signature in exchange for a bribe.

The District Attorney in charge of the case says it is well-known that the police generally will accept payment not to press summonses, but organized graft must be stopped.

Another aspect of police corruption began to be dealt with when the first batch of suspects in connection with snow-clearing graft were put on bail. Public officials declared that nearly half of a sum of 4,400,000 spent in clearing away the record snowfall recently was stolen by police and contractors.

**IMPERIAL POLICY OF THE I.L.P.****A SOCIALIST EMPIRE.**

"Socialism and the Empire" is the title given to the report of the I.L.P. Empire Policy Commission, issued recently. Generally the Socialist Empire policy seeks "the establishment of a world organisation of free peoples co-operating in the production and distribution of the world's goods, and aims at creating the political and economic machinery which will bring about such a state of affairs."

The report makes no attempt to discuss international organisation in detail, but confines itself to problems within the Empire subject to two fundamental propositions, viz., that no scheme of Empire organisation must have as its aim the injury of other nations nor be in any way prejudicial to the development towards international Socialism.

The technique of consultation with the self-governing Dominions must be improved by transforming the High Commissioners into Ambassadors, with full access to British Government departments. Great Britain also having its own Ambassadors in Dominion capitals.

The report states that the Socialist movement welcomes the possibility of closer economic relationships within the Empire. There is a strong case for special arrangements with the Dominions if they are of such a kind as could be applied with equal force and advantage to other nations. The Socialists would seek the wholesale purchase by a Board answerable to Parliament of the Dominion's exportable surplus, all Governments having State-owned ships. The movement is opposed to any form of compulsory migration.

Concerning the Crown Colonies and Protectorates, the report says the ultimate goal is self-government, though that is not immediately attainable. Genuine representation must be given in increasing degree to natives on the Legislative Councils. The principle of the open door in trade matters should be enforced.

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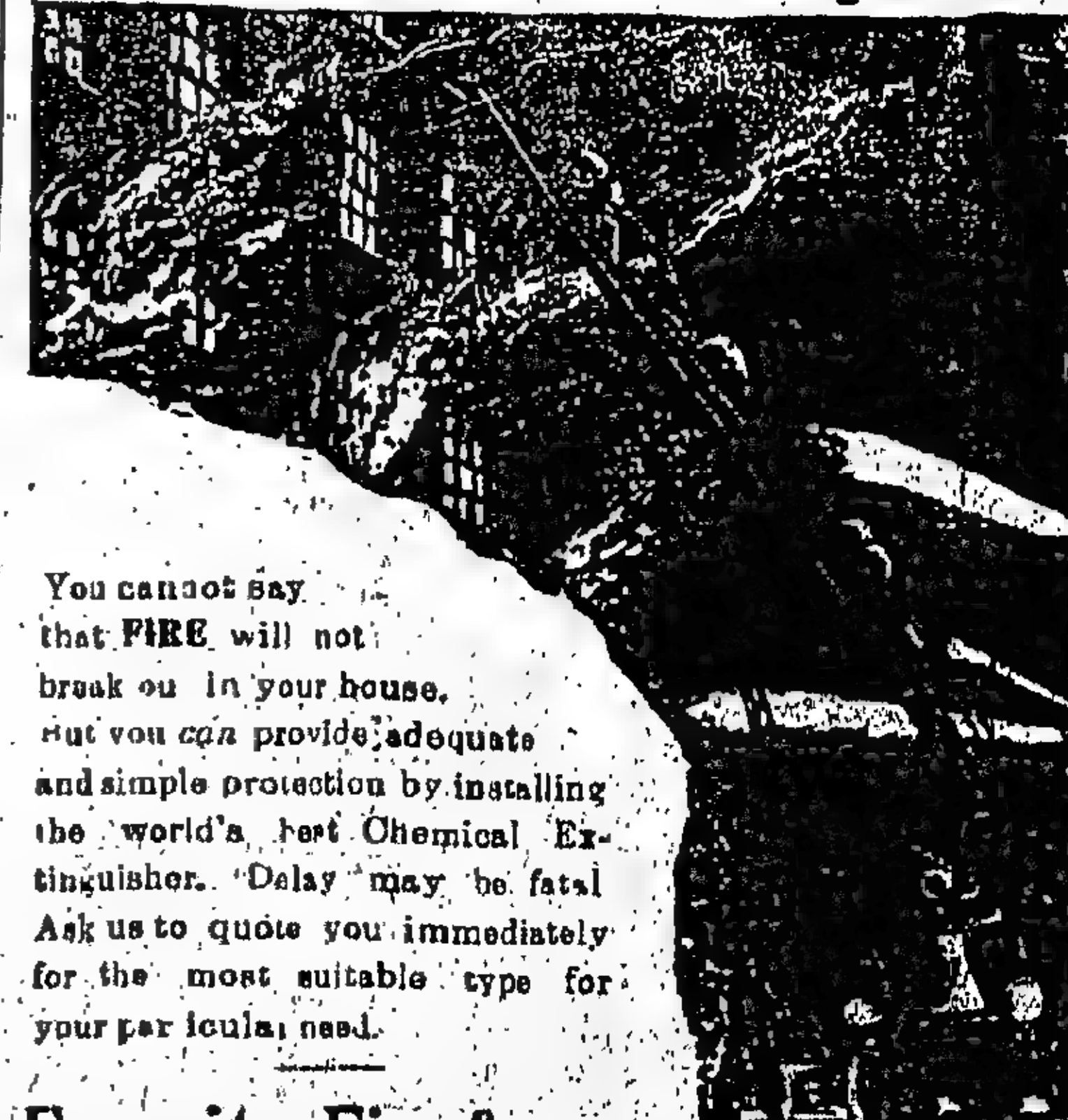
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2nd June. Marseilles, London, R'dam & H'burg  
15th June. Marseilles, London, R'dam & H'burg  
29th June. Marseilles, London, R'dam & H'burg

## LIVERPOOL SERVICE

13th May. Genoa, Havre, Liverpool & Glasgow  
1st June. Genoa, Havre, Liverpool & Glasgow  
12th June. Genoa, Havre, Liverpool & Glasgow  
1st July. Genoa, Havre, Liverpool & Glasgow

## PACIFIC SERVICE

18th May. Victoria, Vancouver & Seattle  
11th June. Victoria, Vancouver & Seattle

## NEW YORK SERVICE

21st May. New York, Boston & Baltimore

## PASSENGER SERVICE

2nd June. Singapore, Marseilles & London  
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Tjibana	Amoy	10th May.	11th May.	M'sar & S'baia
Tjibana	Japan	12th May.	13th May.	Batavia
Tjibana	Dalmy	16th May.	18th May.	M'sar & S'baia
Tjibana	Shanghai	16th May.	20th May.	Batavia
Tjibana	Java	17th May.	20th May.	Japan
Tjibana	Batavia	18th May.	21st May.	Shanghai
Tjibana	Java	21st May.	24th May.	Amoy & Dalmy

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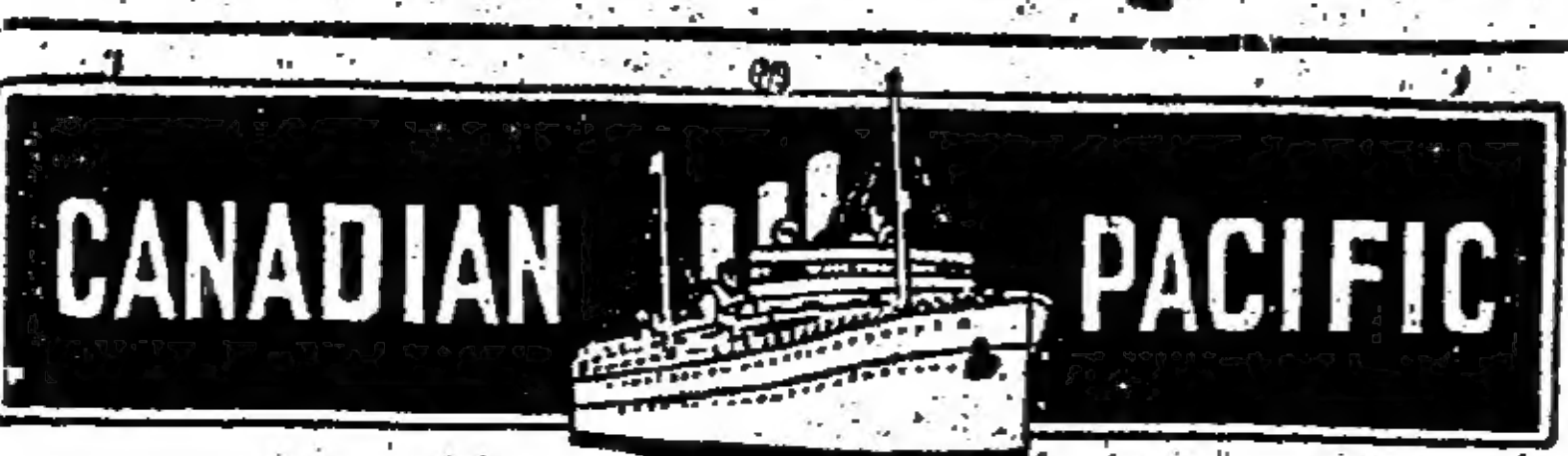
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EMPRESS OF RUSSIA	May 28	May 31	Jun. 3	Jun. 5	Jun. 14
EMPRESS OF AUSTRALIA	Jun. 11	Jun. 14	Jun. 16	Jun. 19	Jun. 28
EMPRESS OF ASIA	Jun. 24	Jun. 27	Jun. 30	Jul. 3	Jul. 12
EMPRESS OF CANADA	July 9	July 12	July 14	July 17	July 26
EMPRESS OF RUSSIA	July 22	July 25	July 28	July 31	Aug. 9
EMPRESS OF AUSTRALIA	Aug. 6	Aug. 9	Aug. 11	Aug. 14	Aug. 23
EMPRESS OF ASIA	Aug. 19	Aug. 22	Aug. 25	Aug. 28	Sept. 6
EMPRESS OF CANADA	Sept. 3	Sept. 6	Sept. 8	Sept. 11	Sept. 20
EMPRESS OF RUSSIA	Sept. 16	Sept. 19	Sept. 22	Sept. 25	Oct. 4
EMPRESS OF AUSTRALIA	Oct. 1	Oct. 4	Oct. 6	Oct. 9	Oct. 18

(E/Asia and E/Bassia call at Nagasaki the day after departure from Shanghai)

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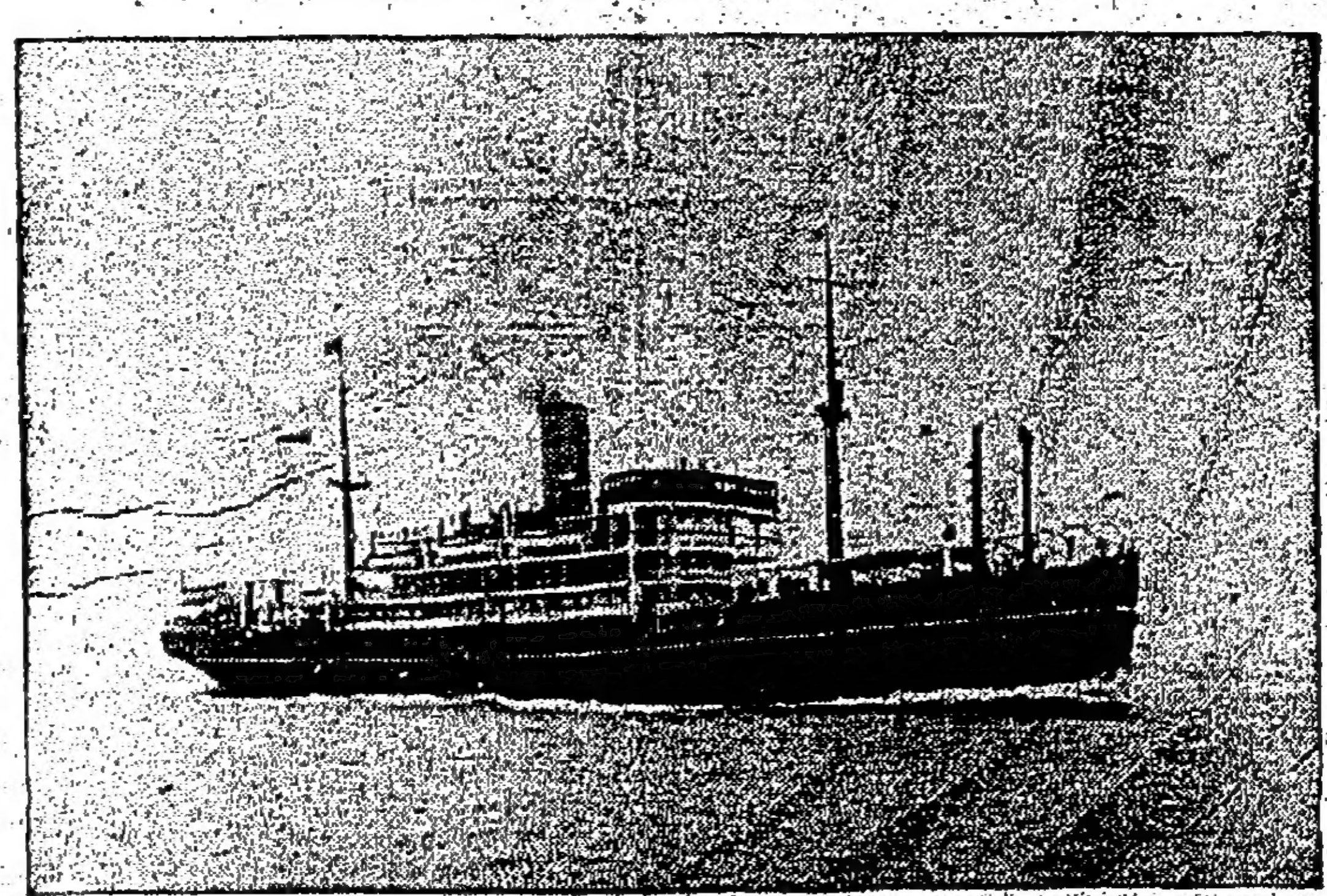
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Optional Cargo will be forwarded unless notice to the contrary be given before 5th instant.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th instant will be subject to rent.

All claims against the steamer must be presented to the undersigned on or before the 21st inst. or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst. at 10 a.m. by our surveyors Messrs. Goddard and Douglas.

No Fire Insurance has been effected.

Bill of Lading will be countersigned by

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"EURYBATES" are hereby notified that the cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignee's risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown after 7th May.

Optional cargo will be landed, unless notice has been given prior to the steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the goods have left the steamer's Godown, and all Goods remaining undelivered after the 13th inst. will be subject to rent.

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No Fire Insurance will be effected.

BUTTERFIELD &amp; SWIRE, Agents.

7th May 1926.

## THE GOVERNMENT FIRM

REFUSAL TO ACCEPT STRIKERS' ASSISTANCE

Colonial Officers May Help.

London, May 7. The Secretary of State for the Colonies has wirelessly broadcast a message stating that Colonial service officers on leave can place their services at the disposal of the Government, or local authorities, so long as such arrangements do not interfere with their return to duty overseas.

Electric Supply Threatened.

Following a refusal by the Newport (Monmouth) corporation to discontinue the supply of electricity power to industrial concerns, the strike committee advised the withdrawal of the men from the power station. The operatives have notified they will cease work this afternoon.

Employees of the Newcastle Electric Supply Company struck last night, but an emergency staff is carrying on the supply of power, which is uninterrupted.

## The London Trek.

Weather conditions for the great trek to the city and west end of the fourth morning of the strike were most disagreeable, but there was no great diminution in the number of pedestrians. An attenuated service of trains from many districts relieved the situation. Five hundred trains ran on the Southern railway yesterday, as indicating an improvement in long-distance railway communications.

The most noteworthy development is the withdrawal by workers of the union of facilities for distribution of food supplies from the well-known caterers, Lyons, but an army of volunteers is carrying on the distribution.

As further indication of the railway improvement, a special train is bringing 650 liner passengers from Plymouth to London this afternoon.—*Reuter*.

## Glasgow Troubles.

London, May 7.

Serious rioting occurred in the East End at Glasgow, resulting in sixty-six arrests and several being injured. Some public houses and boat shops were looted.

The police cleared the heliport of the tramway depot which was the centre of attack, after several baton charges.

The injured include a police sergeant, sent to hospital with head injuries and concussion. He was struck with a stone which a youth dashed through a shattered window and seriously hurt.

Police baton charges were made all day long.

Quietness was restored by midnight.

Further disturbances at Edinburgh occurred yesterday evening, a mob stoning the corporation buses. The police charged the demonstrators and arrested nine.

## Edinburgh Arrests.

The police with batons drawn repeatedly cleared the Edinburgh thoroughfares, but order was not restored until mounted police were called out. Many windows were smashed including those of many business premises. A total of 22 arrests was made.

It is stated the disorders were entirely due to rowdies taking advantage of the situation, not strikers, who resent them. The tramcars and buses are running and railway services have increased.

## Grave Events at Middlesbrough.

Rioting occurred at Middlesbrough last night. Official details show that heavy lorries were chained to rails in an attempt to wreck a late passenger train. A crowd prevented the closing of the level crossing gates and invaded a passenger station, wrecked a goods station, and did serious damage.

In response to the mayor's appeal, naval ratings cleared the line for traffic, after several hours' work.—*Reuter*.

## Determined to Carry On.

London, May 7.

A significant statement was made by the Speaker in the House of Commons arising from an enquiry by Mr. Gretton whether arrangements would be made to enable the House to continue in session notwithstanding the absence of the regular staff responsible for the ordinary services of the House.

The Speaker, replying, regretted it was a fact that men engaged on the staffs of the principal services of the House had been withdrawn.

He assured the House that he would not allow the House to be disabled in proceeding with its work by the action of any body of men. (Cheers)

No Japanese Redaction. Tokyo, May 7. The Minister of Industry and Commerce, in an interview with the press, stated he did not think the British strike was likely to cause labour trouble in Japan, as the conditions were entirely different.—*Reuter*.

## CYCLE ACCIDENT

EVIDENCE IN THE MANSLAUGHTER CASE

The case in which Mr. S. J. Squire, of the Hongkong Electric Company is charged with manslaughter, and with driving a motor cycle in a reckless manner was continued before Major C. Willson at the Central Magistracy yesterday.

The case, which was opened on Tuesday, arises from an accident which took place at Causeway Bay on April 17 when a Chinese was knocked down and killed.

Evidence given at the previous hearing, showed that two motor cycles approached at a rapid speed, appeared to collide, and then one ran into the Chinese who was standing near the tramway shelter.

Yesterday's evidence was merely corroborative of that given earlier in the week, two eye witnesses being called to tell the story of the accident.

## Very High Speed.

One witness said he was standing near the tramway shelter on the day of the accident. He saw two motor cycles approaching from the direction of Shaukiwan at a fast rate. Questioned about the speed of the cycles, witness admitted that he was a motor driver and said he had never driven as fast as the motor cycles were travelling.

Cross-examined by Mr. J. A. Gordon Leask, who appears for the defence, witness said he was sitting down just before the other Chinese was run over. Witness stepped to one side when he saw the motor cycle coming towards him.

Another witness, the driver of a taxi, gave similar evidence, and said he was unable to judge the speed of the motor cycles. When the motor cycle ran into the Chinese the machine fell over to the right hand side, and the driver was rendered unconscious.

Asked whether he could recognise the driver of the motor cycle which ran into the man, witness said he could not actually identify him, but considered he was something like Mr. Squire.

## Other Cyclist Summoned.

When the Court rose yesterday, Chief Inspector Kent, who is in charge of the case for the prosecution, intimated that there were eight more witnesses to be called. Two of these were actual eye-witnesses, and two others were the police officers whom the motor cyclist passed on Causeway Bay road before the accident.

Mr. Gordon Leask said he understood that a traffic summons had been taken out against the driver of the other motor cycle and the hearing had been fixed for next week. In view of the present proceedings he suggested that the case should be adjourned.

Chief Inspector Kent intimated that the case would certainly be adjourned *sine die*. Mr. Leask said the defence would call three witnesses.

The case was adjourned until next Wednesday.

If it became necessary, he would conduct the House without any printing or electric light.—*Reuter*.

London, May 7.

A full size four-page edition of to-day's *Yorkshire Post* was on sale in London at an early hour.

The *Continental Daily Mail* was distributed in London suburbs.

The press situation continues to improve. The following London papers published emergency editions to-day:—*The Times*, *Daily Telegraph*, *Daily Express*, *Daily Mirror*, and *Daily Mail*; while the *Evening News* is publishing a special emergency edition this afternoon.

Further provincial newspapers are reappearing. The *Newspaper Society* says in a statement, "the provincial press has vigorously replied to the attempt to muzzle it. Nearly every provincial newspaper from which information has been received is publishing, and in very many cases the editions and sizes are normal. In several important centres it is reported the printing staffs refused to act unconstitutionally, and either remained at work or returned after a brief absence."—*Reuter*.

## No Japanese Redaction.

Tokyo, May 7.

The Minister of Industry and Commerce, in an interview with the press, stated he did not think the British strike was likely to cause labour trouble in Japan, as the conditions were entirely different.—*Reuter*.



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KASGAR	9,105	15 May noon	Marseilles London Antwerp & Hull
PERIM	7,648	21st May	M'see & L'don
MALWA	10,941	29th May	Marseilles & London
MIRZAPUR	6,715	3rd June	M'see, L'don & A'werp
N. GPORE	5,283	8th June	S'pore, Pang, C'bo & B'bay
KHYBER	9,114	14th June	M'see, L'don & A'werp
MANTUA	10,502	26th June	Marseilles & London
ARMALA	9,128	10th July	M'see, London & Antwerp
RANPURA	16,885	24th July	Marseilles & London
DELTA	8,097	7th Aug	M'see, London & Antwerp
MAEDONIA	1,108	21st Aug	Marseilles & London

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TALMA	10,000	10th May	S'pore, Penang & Calcutta
SHIRALA	7,841	27th May	S'pore, Penang & Calcutta

**ASTERN & AUSTRALIAN SAILINGS (South)**

TANDA	6,988	1st June	Manila, Sandakan, Thurs.
ARAFURA	6,000	3rd June	Island, Townsville, B'bane.
S. ALBANS	4,500	3th July	S'pore and Melbourne.

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 The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

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TANDA	6,988	10 May 5 p.m.	Moji, Kobe Osaka & Yoko.
MALWA	10,941	14th May	Shanghai
TAKADA	6,949	19th May	Kobe
MANTUA	10,902	28th May	Shanghai, Moji & Kobe

All dates are approximate and subject to alteration without notice.

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STEAMER	Due Hongkong on or about	Sailing hence on or about
TAIPING	17th May	22nd May
CHANGTE	16th June	22nd June
TAIPING	17th July	23rd July
CHANGTE	14th August	20th August

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Sailing from Hongkong:

S.S. "IOMED"	via Suez Canal	7th May
S.S. "ATRIUS"	via Suez Canal	21st May
S.S. "NINGHOW"	via Suez Canal	4th June
S.S. "CITY OF SALISBURY"	via Suez Canal	18th June

Please denote vessels that have sailed from our Advertisement.

Steamers proceed via Suez Canal or Panama Canal at Owners' option Subject to change without notice.

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S.S. ALDEBARAN	14th May
S.S. OLDEKERK	3rd May

Sailings for Genoa, Marseilles, Rotterdam, Hamburg & Bremen.

S.S. OOSTERK	17th Apr.
S.S. OUDERKERK	15th May
S.S. ALDEBARAN	13th June

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 TAIYO MARU ... Tuesday, 1st May at noon  
 TENYO MARU ... Monday, 31st May

SOUTH AMERICA via Japan, Honolulu, San Francisco, Los Angeles, Mexico & Panama  
 BOKUYO MARU ... Saturday, 29th May at noon  
 BUKYO MARU ... Tuesday, 17th July

MARSEILLES, LONDON & ANTWERP via Singapore & Port  
 KITANO MARU ... Saturday 8th May 4 p.m.  
 HARUNA MARU ... Saturday, 22nd May

KIMO MARU ... Saturday, 5th June  
 SYDNEY & MELBOURNE via Manila & Port  
 MISHIMA MARU ... Wednesday, 19th May at 11 a.m.

TANGO MARU ... Wednesday, 23rd June at 11 a.m.  
 NEW YORK and/or BOSTON via NAWA  
 TOKIMA MARU ... Tuesday, 11th May

TAKAKA MARU ... Tuesday, 8th June  
 BUENOS AIRES via Singapore, Durban & Cape Town  
 WAKASA MARU ... Wednesday, 2nd June

BOMBAY via Singapore & Colombo  
 AWA MARU ... Wednesday, 12th May  
 CALCUTTA via Singapore, Penang & Rangoon.

NAGANO MARU ... Thursday, 20th May  
 NAGASAKI, KOBE & YOKOHAMA  
 TANGO MARU ... Friday, 21st May at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA  
 NAGATO MARU ... Thursday, 13th May  
 ATSUBA MARU ... Tuesday, 19th May at noon

BENGOAL MARU ... Tuesday, 18th May  
 TOYOOKA MARU ... Wednesday, 19th May

For further information apply to—  
 NIPPON YUSEN KAISHA, S. KINOSHITA, Man. Sec.

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M.V. "ESQUILINO" ... Sails about 5th June

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S. "FIUME-L" ... Sails about 16th May.

M.V. "VIMINALE" ... Sails about 31st May.

S.S. "ESQUILINO" ... Sails about 30th June

**NATAL LINE OF STEAMERS.**

FROM CALCUTTA via RANGOON & COLOMBO.

S.S. "UMVOLOSI" ... Sails about 10th May

S.S. "UMZUMBI" ... Sails about 2nd June

S.S. "UMSINGA" ... Sails about 2nd July

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Through Bills of Lading issued from Hongkong

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Ship	Next Sailing from Marseilles	Pr. & arr. at H'g.	Prob. Sailing from H'g.
ANGERS			11th May
AMAZONE			23rd May
D'ARTAGNAN	9th Apr.	11th May	23rd June
ANGOR	23rd Apr.	25th May	8th June
POR HCS	7th May	8th June	6th July
ANDRE LEBON	21st May	22nd June	20th July
PAUL LECAT	4th June	6th July	3rd Aug.

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**MACAO LINE.**

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 FROM MACAO: 8 A.M. and 2 P.M. daily. (Sundays: 4 P.M. only).

SUNDAY EXCURSIONS—On SUNDAY 9th Instant s.s. "TAISHAN" will leave Hongkong at 9 A.M. from Company's Wing Lok Street Wharf, and return from Macao at 4 P.M.

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 Sailing From Hongkong.

M.V. "FORRESBANK" via Suez Canal 8th May.

**AMERICAN & ORIENTAL LINE****UNITED KINGDOM & CONTINENT****"ELLERMAN" LINE**

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S.S. "CITY OF TOKIO" 23rd May.

For Marseilles, London & Havre, From Hongkong.

Fares to London "A" 1st Class £88. 2nd Class £60. "B" 1st Class £80. 2nd Class £55.

**MAURITIUS & SOUTH AFRICA****ORIENTAL AFRICAN LINE**

S.S. "SURAT" From Hongkong 1st May.

Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay & Capetown.

Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amelia, Mozambique, Chinde, Inhambano, Zanzibar, Mombassa, Kilindini, Port Natal, Luderitz Bay, Walvis Bay, & Madagascar.

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O. LOPEZ Y LOPEZ 5th July

YOKOHAMA, KOBE, MOJI & SHANGHAI.

LEGAZPI 2nd May

O. LOPEZ Y LOPEZ 20th June

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and are fitted with every modern convenience for comfort and safety of passengers. Stewards and Doctor carried.

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Instead of armour the air dreadsoughts will rely on the non-inflammability of hulls for protection from hostile air.

planes. Already the naval air chief said, introduction of helium had compelled revision of aviation tactics for use against helium-inflated ship.

The present contemplated but untitled tactics of air-planes against helium-inflated ships call for the former to get above the ship and bomb her with light demolition bombs. Admiral Moffett explained.

A light plane moving at the rate of 150 miles an hour is not conducive to accurate bombing. It takes twenty-eight seconds for a bomb to drop from 12,000 feet. An error of one-half of one degree from vertical of a bomb causes an error of over 100 feet in aim.

For freight or further particulars please apply to—

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AGENTS THE GLEN LINE, LTD.

Telephone: Central No. 215, sub-ex 23 and 3686.

**THE COLONY'S WATER.****FULL SUPPLIES IN ALL RESERVOIRS.**

The water return for April shows that for the first four months of the year Hongkong had four inches more rain than last year and that the water in storage on May 1 was well above the amount a year ago.

Except in the case of Tseung Tui, there is an increase in amount stored in every reservoir on the island. The total amount in storage last year at this time was 1,079 million gallons whereas this year the figure is 1,262 million gallons.

Consumption on the island during April was 183.86 million gallons, or 16.3 gallons a head each day as against 238.33 million gallons and 20.3 gallons a head each day last year.

There was intermittent supply in all rider main districts up to April 4 and a constant supply from the fifth. Services to houses in the rider main districts were discontinued and a supply was given by public street fountains only up to April 16 and intermittent supply in all rider main districts from April 17 to 30.

**In Kowloon.**

There is a considerable difference in the Kowloon water figures for the past month and April a year ago. Last year the Kowloon reservoir was 18 feet below overflow on May 1, but this year it was only 7 feet below that level. Last year the Shek Lai Pui reservoir was still under construction, but it is now in use and 23 feet below overflow. Thus there was in storage on the Kowloon side 308.68 million gallons on May 1 as against only 191.50 million gallons last year. Of the total amount this year, 24.40 million gallons was in the new Shek Lai Pui reservoir.

Consumption in Kowloon last month was 52.78 million gallons as against 65.83 last year and the average daily consumption a head 11.4 gallons this year against 14.9 last year.

There was a restricted supply in all districts up to April 12 and full supply from the following day.

**AERIAL****DREADNAUGHTS.****A UNITED STATES PLAN.**

Washington, Feb. 25.—Navy plans for great dreadnaughts of the air, bristling with guns to ward off airplane attacks, underlie the action of House Navy Committee in providing for construction of two 6,000,000-cubic-foot rigid airships in the \$100,000,000 naval expansion programme it recently reported to the House.

A description of the airships designed, given to the committee by Rear Admiral Moffett, navy air chief, shows seven of the new 50-calibre machine guns, eighteen of 30-calibre and one of the post-war one pounder automatics, together with 9700 rounds of ammunition for these weapons as a part of the regular military load of each ship.

The guns are so situated that an enemy aircraft cannot approach from any direction or angle without permitting a concentration of fire. Admiral Moffett said.

Instead of armour the air dreadsoughts will rely on the non-inflammability of hulls for protection from hostile air-planes. Already the naval air chief said, introduction of helium had compelled revision of aviation tactics for use against helium-inflated ship.

The present contemplated but untitled tactics of air-planes against helium-inflated ships call for the former to get above the ship and bomb her with light demolition bombs. Admiral Moffett explained.

A light plane moving at the rate of 150 miles an hour is not conducive to accurate bombing. It takes twenty-eight seconds for a bomb to drop from 12,000 feet. An error of one-half of one degree





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OFFICE, during the time  
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G 6000 { WHEN FATHER PAPER-  
ED THE PARLOUR.  
DON'T GO OUT WITH  
HIM TO-NIGHT

6003 { HERE WE ARE AGAIN  
MRS. B.

6001 { WAKE UP! JOHN BULL  
I'LL LEND YOU MY GIRL

6004 { YOU'RE THE ONE  
I'VE FOUND KELLY

6005 { LET'S HAVE A SONG ON  
THE GRAMOPHONE  
WHERE THE CROWD  
GOES

6006 { I WISH IT WAS SUNDAY  
NIGHT  
I DO WISH I WAS A  
LADIES' MAN

6007 { I KEEP ON TODDLING  
ALONG  
COHEN

6008 { LET'S ALL GO MAD

6009 { TAKE ME WHERE THREE  
ARE NO EYES ABOUT

**ANDERSON'S**

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COUNT THE "TELEGRAPHS"  
On The Kowloon Ferry

## INTERESTING LOCAL WEDDING



Group taken at the wedding of Mr. A. M. Rodrigues and Miss C. J. da Roza, who were married on Sunday last at the Catholic Cathedral. (Photo: Mae Ching.)

### THEOSOPHY.

#### SOME OF ITS AIMS.

In the course of an address on "The Purpose of the Theosophical Society" at the weekly meeting of the Hongkong Lodge, Mr. H. E. Lanepart said religions have been the greatest cause for strife in the world, and by pointing out their underlying essential unity, by exposing the cruel superstition of a unique revelation and supremacy of one religion over the other. Theosophy carries out the Divine Will by revealing to all that profound Divine Messages are contained in all the religions alike, only the outer being different, having all been given out to humanity by the Lord of the Religions of the World when the world and its particular sections were in need of particular messages from Him, to help them in their harmonious growth. Hence religious tolerance is binding on all members of the Society. The deeper truths revealed by Theosophy have given the deathblow to materialism, and it is thanks to the timely aid of the Society as the Ambassador of the Great White Lodge that West and East alike are turning from materialism towards idealism and from the abnegation towards the practical realisation of world-wide human brotherhood. Theosophy further substitutes science for blind credulity, giving to science the great help of bringing within reach other worlds than the physical, and pointing to the possible development of new faculties, of new senses, which will enable man to overcome superstition. But far more precious than that is the science of the Soul, the Science of the Spirit, and the pointing out to all aspirants in East and West that the narrow ancient path towards accelerated perfection is still open, and may be tread by those who qualify for discipleship and become accepted by the Supermen, the Elder Brothers of Humanity, as their pupils in the inner world. Thus Theosophy substitutes mysticism for dry formalism, gives back to humanity the waters of life training those who aspire to become the pioneers of humanity and members of the coming sub-race and future root-race of humanity, as they have taken part in previous lives in the founding of past sub-races and root-races and will serve in our time as pioneers and herald of the Coming World Teacher, to prepare His way in our mortal world and to make straight His Path.

### ANOTHER RIFF WAR.

#### FRENCH BOMBING ACTIVITIES.

Rabat, May 7.  
Early to-day the Riff War broke out anew following the failure of the peace parleys. The French airmen heavily bombed the Riff positions. —Reuter.

"Go down to the sea as De-mosthenes did and shout at it!" said Judge Cluer at Shoreditch to a man who spoke in low tones.

Nottingham Council are inviting the Royal Agricultural Society to visit the city and view a site offered for their 1928 show

### SHARE PRICES.

TO-DAY'S QUOTATIONS:  
The following is the list of local share quotations issued to-day:

**Banks.**  
Hongkong, \$1,100 s.  
Chartered, £20 n.  
Mercantile A. and B., £301. b  
Mercantile C., £133. b  
P. and O., £94 n.  
East Asia, £86 n.

**Marine Ins.**  
Canton Ins., \$635 b.  
China Underwriters, \$190. b  
North China, Tls. 145 n.  
Unions, \$288 s.  
Yangtze, \$371 n.

**Fire Ins.**  
China Fires, \$170 b.  
Hongkong Fire, \$551 b.

**Shipping.**  
Douglases, \$28 n.  
Steamboats, \$26 s.  
Tugs, \$21 s.  
Indo-Chinas, \$38 n.  
Shell Trans., \$7/6 s.  
Star Ferries, \$521 s.  
Waterboats, \$15 n.

**Refineries.**  
China Sugars, \$25 s.  
Malabons, \$35 b.

**Mining.**  
Bonguets, \$150 b.  
Kailans, £2/- b.  
Langkats, Tls. 244 n.  
Shai Explorations, Tls. 525 n.  
Shanghai Loans, Tls. 7 n.  
Raubs, \$5.00 n.  
Tronohs, 65/- n.  
Ural Caspians, 8/- n.

**Docks, etc.**  
Kowloon Wharves, \$128 b.  
Whampoa Docks, \$58 s.  
Hongkew, Tls. 183 s.  
New Engineerings, Tls. 590 b.  
Shanghai Docks, Tls. 106 b.

**Lands, Hotels, etc.**  
H. and S. Hotels, \$10.25 s.  
H.K. Lands, \$63 s.  
Realtys, \$51 b.  
Territorials, \$5 n.  
Humphreys, \$154 n.  
Princes Bldgs, \$100 n.  
Rural Lands, \$7 n.

**Cottons.**  
Ewos, Tls. 10.35 s.  
Orientals, Tls. 3.00 b.  
Shai Cottons, Tls. 53 b.

**Miscellaneous.**  
Amusements, \$111 n.  
Canton Ices, \$71 n.  
Cements, \$15 s.  
China Buses, Tls. 11 b.  
China Lights, \$194 b.  
China Prov., \$5.80 b.  
Constructions, \$21 n.  
Dairy Farms, \$20 n.  
Der A. Wing, \$10 n.  
Electrics, \$561 b.  
Macao Electrics, \$40 n.  
Developments, 25 cents, n.  
Ropes, \$30 s.  
Tramways, \$24.60 n.  
Lane, Crawfords, \$104 s.  
Mackintosh, \$211 n.  
Peak Trams, \$174 b.  
Sinceres, \$11 n.  
Taxis, \$4 s.  
United Asbestos, \$20 b.  
Watsons, \$121 b.  
Powells, \$10 n.

Sir Thomas Lipton, who sailed on the Leviathan from Southampton recently, intends to make yet another effort to win the America Cup. He stated that he would send in a challenge next year, ten months' notice being necessary. He would willingly give all his yachting trophies, worth thousands of pounds, to regain the America Cup for England.

### NEW DISCOVERY.

#### SIXTY PENURIOUS YEARS FOR SCIENCE.

A romantic story of a poor man who has devoted his life to science lies behind the announcement made recently by Professor H. H. Turner, Oxford Observatory, that 50 miles above the earth the temperature is tropical. This is a revolutionary idea, for the great difficulty of aviators, at the greatest heights yet reached by aeroplanes, has been extreme cold.

Data supplied by Mr. William Frederick Denning, a Bristol accountant, enabled Dr. Dobson (lecturer in meteorology, Oxford) and Professor Lindemann to make this interesting discovery.

At heights too great for observations to be made with instruments in small balloons, the only method of inquiry has been observations of meteors.

#### SIXTY YEARS' STUDY.

For 60 years Mr. Denning has been working as an amateur astronomer in Bristol, and he has an international reputation for his work on meteors. Born in 1848, he began at 17 years of age to study the stars.

In scientific circles his work is well known. He has discovered five comets and more than 20 nebulae, has had 110 papers printed by the Royal Astronomical Society, and has acted as president of the Liverpool Astronomical Society. He has been awarded the bronze comet-medals by the Astronomical Society of the Pacific in 1890, 1892 and 1894, the Valz prize from the Academy of Sciences, Paris, 1895, and the gold medal of the Royal Astronomical Society in 1898.

Mr. Denning was never financially rewarded for his many contributions to knowledge until he received a small pension from the Civil List in 1904. To-day, through illness and declining health, he is in straitened circumstances, and but for private aid it is unlikely that he could have carried on his work.

#### ASTRONOMER ROYAL'S TRIBUTE.

In making public Mr. Denning's latest contribution to astronomy, Professor Turner appealed in the Times to the city in which his work has been done.

Would that the great city of Bristol, which ought to be proud of him, would brighten his remaining years with some more material recognition.

A high tribute to the work of this remarkable amateur was paid by Sir Frank Dyson, the Astronomer Royal, at Greenwich Observatory. To a Daily Chronicle representative he said:—

He is a most admirable astronomer, and if anything could be done for him I would be very glad to help. A striking characteristic of his work is his absolute accuracy and thoroughness. He is an astronomer of perseverance and skill.

Both Oxford and the Royal Observatory officials have acknowledged his lifelong devotion to science, and it is hoped that at his great age the veteran astronomer will be relieved of any further anxiety.

Manchester wants 18,000 houses, compared with 17,000 seven years ago, although 1,000 a year are being built.

## Entertainments.



TO-DAY ONLY

at 2.30, 5.15, 7.15 and 9.15

**METRO GOLDWYN**

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**AILEEN PRINGLE AND JOHN GILBERT**

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**RICHARD BARTHELMESS**

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A DEEP SEA ROMANCE.

AT 9.15

## The Moscow State Ballet

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A SPANISH BALLET

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## THE STAR

TO-MORROW AT 9.15

## The Moscow State Ballet

Will give as a

**FAREWELL PERFORMANCE**

**BALLET VARIETE**

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The Most Popular Items from their repertoire

Including

**THE SWAN**

With

**XENIA MAKLETSCOFF**

MATINEE AT 5.30

Prices \$2 & \$1.

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HONGKONG HOTEL; REPULSE BAY HOTEL; PEAK HOTEL  
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KALEE HOTEL; MAJESTIC HOTEL.  
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**HOTELS**  
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TELEPHONE ON EACH FLOOR.

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